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RED CROSS TOTAL IS OVER $100,000, AND MORE COMING

Both Chinese And Foreign Collections Record Spurt For Yesterday

TO CLOSE MONDAY

Drive Extended For Day To Get Money Still Outstanding

The $100,000 mark for the American Red Cross Drive in Shanghai was passed yesterday. Because there are still a large number of receipt books not yet turned in, the Chinese Committee decided yesterday to extend its drive to Monday afternoon. The amount turned in from the foreign workers was about $57,000 while that handed in by the Chinese committee about $44,000.

The number of patron members secured through the Chinese headquarters up to last night was 37 and that of life members 176, while the figures for the associate memberships was 23,809. The team headed by Mr. Y. C. Tong, with over $7,000 of membership fees and subscription, was leading.

Entertainment Proceeds Large

The proceeds of the entertainments held at the Great World, Avenue Edward VII, could not be ascertained at a late hour last night, but it is believed that a considerable sum was realised. The day's program began with a performance by the little children from Chi Siu Girls' School under the direction of the Misses Bao and Hsu and Mrs. Kao. It was a very creditable show and won much applause. The performance was repeated in the evening.

The Chinese Boy Scouts from the Public School for Chinese, Elgin Road, the Y.M.C.A. School, the Ellis Kadoorie School, the World Chinese Students' Federation School and the Nanyang Middle School gave a demonstration of the work in signalling, fire-lighting and first aid to the injured.

The decorated ricsha parade was the feature of the day's program. Gaily adorned vehicles from the Chi Siu Girls' School, the British Flower Shop, the Portuguese Consulate, Connell Bros. Co., Getz Bros., Carlton Cafe, Singer Sewing Machine Co. and Fearon, Daniel and Co. participated in the show in the skating rink. Prizes were awarded by Madame Nieh, the mother of Mr. C. C. Nieh, after the parade to the Chi Siu Girls' School, Mr. A. Marques Silva, representing the Portuguese Consulate and the British Flower Shop.

Parade Films Shown

The film taken at the Red Cross parade in Shanghai last Tuesday was for the first time screened. It depicted the scene along Nanking Road. The moving picture taken at the reception in Mr. Julean Arnold's residence and several new war pictures were also shown.

The bands from the Poor Children's Home and the Lunghua Orphanage rendered several tuneful selections.

Mr. C. T. Wang, chairman of the Chinese Drive Committee, gave an address on Red Cross work and expressed his gratitude to the Chinese who assisted in making the drive the success it was.

The amusement park was elaborately decorated with flags of the Red Cross Society and the Allied Nations and seven immense shields loaned by the French Municipal Council.

U.S. Has Sympathy For Slav Aspirations

Lansing Issues Statement On Congress Of Races Oppressed By Austria

(American Wireless To Reuters)

Washington, May 30, via Cavite and Koukaza.—Secretary of State Lansing has issued a statement in which he says: "The proceedings of the Congress of Oppressed Races of Austria-Hungary held in Rome in April was observed with great interest by the United States Government. The nationalist aspirations of the Czecho-Slovaks and Jugo-Slavs for freedom have the earnest sympathy of this Government."

This Seems Reasonable Enough ◎ By Tom Powers

DESTROYER IS BUILT IN SIXTEEN DAYS IN AMERICAN SHIPYARD

Previous Record For Vessel Of Similar Size Was Sixty-Five Days

(American Wireless To Reuters)

San Francisco, May 30.—Via Cavite and Koukaza.—A United States destroyer has been built in a Government yard on the Pacific Coast in sixteen days, twelve hours, which it claims is a world's record for a vessel of equal size. The previous record was sixty-five days.

Shipworkers in a private yard have raised G.$10,000 and are challenging other yards for speed construction in national shipbuilding. The same company has decided to build the first floating concrete drydock, capable of taking a vessel of 6,000 tons. It will cost half as much as a steel drydock of similar dimensions.

Another big plant plans an expansion of its works which will cost G. $100,000,000.

GOTO GIVES VIEWS ON SIBERIAN INTERVENTION

Compensation For Japan Would Depend On Varying Circumstances, He Says

(Reuter's Agency War Service)

London, May 30.—The Tokio correspondent of the Daily Mail cables that Baron Goto, the Minister for Foreign Affairs, says that neither Japan nor the Allies have made a proposal with regard to intervention in Siberia but will sympathetically consider the proposal if and when it is made. A homogenous army is essential to the success of the expedition and therefore would be better if Japan was allowed to conduct it alone but Japan has never seriously objected to Allied participation.

The question of compensation would depend on varying circumstances but Japan, at present, is not thinking of compensation but merely of furthering the cause of the Allies. Japan is equally opposed to Bolshevism and German domination. She desired a peaceful and well-ordered China.

Baron Goto declared that Great Britain was the factor responsible for more cordial relations between Japan and America. Baron Goto denied that he was pro-German or anti-British. He was, above all, Japanese. He thought the war would still last long but he was confident of the victory of the Allies.

The Weather

Cloudy but improving. The maximum temperature yesterday was 76.8 and the minimum 65.5, the figures for the corresponding day last year being 98.1 and 67.7.

Rumania's Tragic Position Described By Officer Here

At Mercy Of Central Powers It Made Peace, But Heart Is With Allies, Says Lieut. Blanc

An interesting story of Rumania's part in the war, a defense of its course and a plea for understanding of its present tragic position was given to THE CHINA PRESS yesterday in an interview with Lieutenant A. Blanc, a Rumanian officer now here on behalf of his government. Lieutenant Blanc was sent here before the peace negotiated with the Central Powers to obtain information concerning the possibilities of getting supplies for the civilian population of his country.

Rumania has made peace with the Central Powers, but the hearts of its people are still with the Allies. Lieutenant Blanc affirmed, and they look forward to the time when the Allies will enforce a peace that will restore to Rumania the territory of which it has been despoiled and the freedom its people inherited from their forefathers.

Lieutenant Blanc first outlined the situation of Rumania and sketched the conditions in which it lives in the heart of Europe's sore spot.

7,000,000 Subject People

Rumania has some fifteen millions of people, and of these eight millions are free. There are four millions subjected in Transylvania to the Hapsburgs two and a half millions occupy the richest province, Bessarbia, and then there is half a million of Coutzo-Vallaques in Macedonia who are knit to the rest by cultural ties.

It was in 1812 that Russia took Bessarabia, but it gave it back to the Rumanians in 1857. In 1877 it was retaken after a campaign that thrilled the hearts of all patriots. Russia was at war with Turkey, and the big nation was being badly beaten. It was then that Grand Duke Nicholas sent to the Rumanians—who were vassals to the Turks—calling upon them in the interests of Christianity to come and help them. The nation answered to the call, and a glorious victory at Plevna gave Russia the open road to Constantinople. Rumania then sent to Turkey declaring her independence, and she had already been promised by the Russians territorial integrity.

After this the conferences at Berlin in 1881 allowed Russia, despite the natural and indignant pro-

(Continued on Page 19)

200,000 Of Exempted Called For Duty In U.S.

Those Slightly Defective Will Be Used To Relieve Others For Battlefront

(American Wireless To Reuters)

Washington, May 30, via Cavite and Koukaza.—200,000 men previously exempted for slight physical defects have been called up for military service, relieving others for the battlefront.

The Treasury reports that the Government expenditures show an increase of G.$300 millions in the past month to a total of more than G.$1,500 millions, including loans to the Allies. The average expenditure is G.$50 millions a day and the month's total is now a high record for any of the belligerent nations. There will be a still greater outlay during the next six months.

June 6 has been fixed for starting the hearings on the new revenue legislation by a committee of Congress to provide an additional four billion dollars cash for war expenditure, above the present income. The other money needed will be raised by a 4th Liberty Loan in the autumn.

British Envoy Inquires On Poppy Cultivation

Peking Confirms Report But Says Steps Will Be Taken To Stop It

Reuter's Pacific Service

Peking, May 31.—As the result of a question asked by Sir John Jordan, the Waichiaopu telegraphed to Shensi and received a reply that it is true that small areas in the Province have been planted with poppy but the local authorities will take immediate steps for their destruction.

MAKE-UP OF DON REPUBLIC

(Reuter's Agency War Service)

London, May 30.—The first definite news of the extent of the Don Republic comes from Reuter's correspondent at Moscow, who reports the arrival of a Don deputation at Kieff. The deputation announces that the Don Republic is a federal State comprising the Don Cossacks and Kuban, Astrakan and Northern Caucasian territory with the Black Sea coast and the province of Vadropol, part of the province of Saratoff. The deputation adds: "This republic is at present at war against the existing government in Russia."

WILSON MAKES APPEAL FOR GREATER ECONOMY AS A WAR MEASURE

Production Must Be Speeded Up And Confined To Essential Commodities

(American Wireless To Reuters)

Washington, May 30, via Cavite and Koukaza.—President Wilson has appealed to Americans for economies and sacrifices permitting full realisation of the production capacity of the nation for winning the war.

He said, in part:

"This is a war of nations, not of armies. All our hundred million people must be, economically and industrially, adjusted to war conditions. Our problems are not primarily financial but rather of increased productions of articles essential to the war and a saving of materials and labor necessary for the army and navy, through less expenditure for non-essentials, which uses labor and production and overburdens transportation.

"I therefore urge our people everywhere to practice thrift, increase production, conserve food, fuel and materials, to devote their labor only to necessary tasks and to buy only things essential to their health and efficiency."

BONANZA IRON ORE BEDS DISCOVERED IN CELEBES

Contain Billion Tons, Easy Of Exploitation, Is Announcement From Amsterdam

(Reuter's Agency War Service)

Amsterdam, May 30.—Beds of iron-ore estimated to contain upwards of one thousand million tons have been discovered on the Island of Celebes, in the Dutch East Indies. It is stated that their exploitation will be easy.

100 MISSING IN SINKING OF BRITISH TRANSPORT

The Leasowe Castle Is Officially Reported Torpedoed In Mediterranean

(Reuter's Agency War Service)

London, May 29.—The Admiralty issues the following communique:

The transport Leasowe Castle was torpedoed and sunk by a submarine in the Mediterranean on the 26th and nine of the ships' company are missing, believed drowned, including the Captain and two wireless operators, also thirteen officers and seventy-nine of other ranks.

SLOWED UP ON BOTH WINGS, GERMANS MAKING THRUST TO GET TO MARNE RIVER

Are Pinned At Soissons And Rheims Put Push On In Center, Capturing Fere-En-Tardenois; Berlin Claims 35,000 Prisoners

RESERVES ENGAGED; DEFENSE STIFFENS

London And Paris Admit Seriousness Of Position But Think Tide Will Soon Turn; Another Attack To Be Made Elsewhere?

(Reuter's Agency War Service)

London, May 31.—Field-Marshal Sir Douglas Haig reports this morning:

We rushed a German post southeastward of Arras.

We took a few prisoners in patrol encounters north-eastward of Ypres.

The enemy raided a post northeastward of Robecq. A few British soldiers are missing.

The hostile artillery was active in the Villers-Bretonneux and Albert sectors and between Festubert and the River Clarence.

A German communique reports:

The forts north-west of Rheims have fallen.

Our prisoners now total 35,000. A tremendous amount of war material has been captured, including guns of the heaviest caliber, and an aerodrome with machines.

The American official communique reports:

Enemy attacks against our new positions at Cantigny were again completely repulsed by our artillery and infantry.

Active artillerying continues here and in Lorraine, where gas-shells were used.

A German official communique last midnight reported:

South of Fere-en-Tardenois we are fighting our way towards the Marne.

Enemy Held On Flanks

London, May 30.—Reuter's correspondent at French headquarters reports today:

The enemy is held on the flanks at Soissons and Rheims and was throwing his whole strength this morning into the thrust southwards, his obvious goal being the Marne.

During the night and early morning he pressed forward about five miles towards that river, advancing his front to the line Fere-Vezilly.

It is probable that the Germans hope to establish themselves on the Marne with a view to turning the direction of their main effort westwards, trusting to the river to protect their right, as they used the Oise in April.

The hottest fighting is proceeding on the whole southern front of the advance.

This morning, for the first time, our reserves were engaged in support of the divisions which have borne the weight of the onslaught since Monday.

Expected Check Earlier

The hope yesterday morning that the resistance of the Allied troops on the wings would so narrow the front of the German advance as to make the restoration of the position possible has not been realised and it is recognised that the successes of the enemy in gaining fresh space for his movement at both ends of the line makes the problem more difficult.

The enemy is apparently making for Paris and, if his advance is to be effectively checked, reserves must be brought up very speedily and in large numbers. Generalissimo Foch does not dare to risk depleting his main strategic reserve for the Germans have engaged a comparatively small portion of their available forces. Some experts estimate that the assailants do not total more than twenty-five divisions.

Since it is in no way certain that the present blow is the only one or the one with the least menace contemplated, Generalissimo Foch is bound to postpone the employment of his reserves as long as he possibly can. It is, however, considered unlikely that the French Generalissimo would omit to provide for an offensive directly threatening the Capital.

The newspapers view the position with anxiety but not with alarm. They dwell on the admirable coolness and resolution of the French, who are sustained by memories of the staying of the onset of the German hordes when the latter were as arrogantly confident of decisive victory as they are now.

General Haig's Reports

Field Marshal Sir Douglas Haig reports this morning:

We completely repulsed a night attack against a strong point northwestward of Festubert.

We carried out a successful minor operation in the neighborhood of Merris, improving our line slightly.

A raid near Locon yielded some prisoners.

Field Marshal Sir Douglas Haig reported this evening:

Last night the French carried uot a successful local operation eastward of Dickebusch, improving their position.

There was local reciprocal artillerying on the remainder of the front.

Aviation.—Low clouds and poor visibility prevented much flying yesterday until late in the day, when the weather cleared.

We brought down five German machines and drove down one out of control. No British machines were lost.

We dropped five tons of bombs during the daytime on dumps and billets in the neighborhoods of Armentieres and Bapaume.

We heavily bombed the railway triangle at Metz-Sablons on the night of the 28th. One British machine did not return.

We dropped sixteen tons of bombs last night on the railway stations at Valenciennes and Busigny and also on Bruges Docks. All our machines returned.

Advance Slowing Down

Reuter's correspondent at French headquarters reported yesterday:

The most encouraging feature of the situation tonight is that during the past twenty-four hours the enemy's rate of advance has very appreciably slackened and it is encountering greater difficulties.

After taking Soissons, the enemy pushed out a wing between Soissons, and Arcy Ste. Restitue, an average distance of two miles on his left.

The British, forced back in the angle of the Vesle and the Aisne-Oise Canal, now surround Rheims on three sides.

Frontally, the Germans continue to push in the direction of Fere-en-Tardenois and they are at grips with the French on the Heights south of the river valley.

Our reserves are beginning to arrive on the battlefield.

The Germans at present have a superiority of about five to one. They have engaged about forty divisions and have another forty in reserve. It is quite possible they may strike another sudden blow in the direction of Amiens or Dunkirk. The problem for us is to so distribute our reserves as to be able to hold the enemy on both fronts. At the moment the enemy's whole strength is in the battle between the Aisne and the Marne.

Fierce Fighting At Soissons

Soissons was taken after fierce street fighting. The Germans, after reaching the center of the town, were ejected by a French counter-attack. They renewed the attack and finally pushed the French back to the western edge, which is in flames.

The Germans have succeeded in the first three days of the battle in

cutting a tetrahedron into our front, the four corners of which are marked, approximately, by Crecy-au-Mont and Juvincourt, north of the Aisne, and Arcy Ste. Restitue and Rheims, south of the Aisne.

During the 27th they advanced about six miles to the bank of the Aisne. On the 28th they carried their front forward to the line Bruys-Villers-Franqueux, another advance of six miles, with a maximum depth of nine to ten miles at Bruys. Today they have gained two to three miles, although at certain points, notably Brouillet, they have progressed farther.

Reuter's correspondent at French headquarters wired yesterday afternoon:

The battle continues with great intensity on both flanks of the German advance. The enemy is pushing on steadily towards Soissons and Rheims and fighting is proceeding this morning on the outskirts of Soissons.

The British on the extreme right of the battlefield, after a gallant resistance, were forced to fall back from St. Thierry Massif, seven miles northwest of Rheims. St. Thierry Massif is an irregular plateau with steep wooded sides crowned by an old fort about 600 feet above the River Vesle. The German advance yesterday evening had swept southward as far as Muizon and had almost surrounded our position at St. Thierry. Our men holding the crest were exposed to the enemy's fire from three sides and the position had become untenable.

New Allied Line

We are now holding a line in the bottom of the Valley of the Vesle, under St. Thierry Massif, in the angle formed by the Vesle and the Aisne-Marne Canal.

The southern limit of the German push is marked this morning by the line of the Vesle, on the southern bank of which hard fighting is proceeding. The Germans are endeavoring to establish themselves on the southern bank with a view to attacking the heights overlooking the valley from the south, on which the French are holding out with grim tenacity.

Reuter's correspondent at British headquarters reports today:

The raid carried out at Neuville-Vitasse was a very successful affair. We penetrated 600 yards into the German defenses, finding many dead and wounded from our bombardment. During the fighting which followed another 200 of the enemy were killed.

How ludicrous is the German wireless description of their attack in Flanders on the 27th is well illustrated by a document found on a prisoner which shows that the 8th, 56th and 16th Bavarian Divisions were engaged. Their objectives included Dickebusch Lake, Pompier and other farms and Locre Hospice. The document enjoins that not an inch of ground gained must be lost. Very little ground was actually gained by the enemy and all this was lost as the result of our counter-attacks.

Germans Fail In Attempt To Debouch From Soissons

Paris, May 30.—The official communique issued this afternoon reports:

The battle continued without interruption during the night. We held with energy the western outskirts of Soissons, where the enemy was unable to debouch despite repeated attempts.

Farther south extremely violent fighting occurred in the region of the Soissons—Carmentees (? Hartennes) Road and on the Fere-en-Tardenois-Vezilly front, where, supported by our reserves, we are resisting the enemy masses with untiring tenacity.

On the right the Franco-British troops in the Brouillet-Thillois front and also northwest of Rheims broke all the assaults of the enemy and maintained their positions.

The official communique issued this evening reported:

The battle continued with undiminished violence on the whole front.

Our troops, hanging on to the western outlets of Soissons, prevented all enemy progress from there.

Southward of Soissons we solidly hold the left bank of the River Crise.

In the center the intense struggle did not slacken. The enemy captured Fere-en-Tardenois and Vezilly and is multiplying his efforts towards Ville-en-Tardenois.

On our right, as well as northwest of Rheims, we are holding on to our positions.

Aviation.—Our aviators participated in the battle with an endurance and daring beyond all praise. The crews fought against an enemy air force which was very aggressive and very numerous. Flying low, they machine-gunned the enemy troops. They carried out reconnaissances far into the enemy lines and played an important part in maintaining communication.

During the 27th, 28th and 29th May nineteen German aeroplanes and two captive balloons were destroyed, and twenty-three compelled to land badly damaged.

During the night of the 27th-28th our bombing planes dropped twenty-three tons of bombs on the bridges and crossing of the Ailette and the Aisne and on the cantonments at Guignacourt and Juvincourt.

The following night and day they dropped forty-seven tons of bombs on convoys, machines, troops and the stations at Laon, Fismes, etc. etcra. Severe explosions and fires were observed at the stations of Fismes, Laon and Coucy-les-Seppes. A munition depot blew up at Fismes.

Between the 27th and 28th May six German aeroplanes were brought down by our anti-aircraft guns.

No Breach In Line

Paris, May 29.—A semi-official communique stated:

From Thillois, which is four kilometers west of Rheims, the front runs runs northward along the Aisne Canal, forming a semi-circle two kilometers before the town. We still hold Rheims but, if the pressure of the enemy is further accentuated southwestwards, the position being turned, would become untenable.

Despite their progress, the Germans have not effected a breach in our lines and the whole front holds firm. Moreover the march of the Germans has considerably slowed down owing to the arrival of reserves. Partial successes are valueless to the enemy, whose only aim is final victory.

Admit Attack Well Conducted

The newspapers admit that the German attack was indisputably well-conducted. The enemy has advanced sixteen miles in two days. His immediate objective is apparantly Rheims.

M. Marcel Sembat writes in L'Heure:

"We have received a heavy blow but it is less grave than the one at the Somme when a breach was made on March 24, but today there is no open door."

M. Henri Bidou in Le Journal des Debats says:

"Germany is seeking a decision. She must emerge victorious or be destroyed."

La Liberte says:

"How the Germans were able to surprise us and suddenly appear with forces four times more numerous must be investigated later. Prisoners taken on the 25th described enormous concentrations of troops and tanks and warned us that an attack was fixed for the 27th. It is impossible for us now to parry the blow merely by a defensive."

L'Intransigeant says that 1,200 shells fell in Soissons on the 27th. The hospitals, ambulances and civilian population were evacuated. The defenders of the front lines were blotted out by the bombardment with gas shells, which only lasted for two hours but was of unprecedented violence. The destruction of wires made communication impossible. The defenders emerged from their dugouts as the Germans left their trenches. The latter crossed the Oise-Aisne Canal slowly and the 75's and machine-guns made the most of their target but the enemy was too numerous and the defenders had to retire before the ceaseless pressure. The aeroplanes on both sides participated in the battle, using their machine-guns against the infantry.

A correspondent of La Liberte says that the most critical moment of the battle was when the Crown Prince's army, having forced the defenses, reached the River Aisne between Vailly and Pont Arcy. This was at noon on Monday.

Passage of the Aisne by the enemy when the British on the right and the French on the left were still engaged on the opposite bank might have entailed the gravest consequences. The High Command, calmly viewing the situation, entrusted the desperate task of holding the enemy till these troops, with their material, had crossed the river to a picked division, whose regiments have all been decorated for valor.

Hurl Division After Division

Extremely furious fighting developed in the afternoon as the Germans threw in division after division. The struggle was extraordinarily desperate towards Pont Arcy, hand to hand fighting lasting till nightfall. The artillery on the Heights of St. Mard mowed down the enemy masses. Three times the Germans crossed the Aisne between one o'clock in the afternoon and six o'clock in the evening without succeeding in ejecting the French heroes from their positions. The village of St. Mard changed hands six times. One regiment withstood repeated assaults by an enemy six times more numerous and frequently counter-attacked, holding back the enemy until midnight, the hour fixed for retreat.

Thus the British and French troops in the directions of Vailly and Pont-Avert were saved from envelopment, almost all the material saved and the remainder destroyed.

After midnight the enemy crossed the Aisne in masses.

The Havas correspondent at the French front, wiring yesterday, expresses the opinion that the position today, as compared with last March, is much more advantageous to the Allies. In March the indispensable unity of action had to be realised in the midst of a battle which was the most dangerous menace yet endured. The roads were blocked and hampered the arrival of reinforcements and it was only a week after the beginning of the battle that the enemy was definitely held. Today the Anglo-French forces, submerged by assailants six or even eight times numerous, had to give way, but in perfect order and with methodical slowness and without losing contact for a moment. There were never gaps between the British and French like there were in March, when the gaps absorbed all the first reinforcements which arrived on the battlefield. Today our masses of maneuver are arriving along open roads all ready for action.

Paris Papers Confident

Paris, May 30.—The evening papers generally are calmly confident but there is a certain amount of discussion on the German surprise although the observation services had previously reported the disappearance of twenty German divisions from the Northern front and the High Command endeavored to discover their point of concentration.

M. Marcel Semblat, in l'Heure, however, like other writers, is confident that the German advance will be stopped.

L'Homme Libre, which was formerly M. Clemenceau's paper, points out the impossibility of defending with equally strong forces both the sea and Paris, which are the two possible enemy objectives. It says the High Command had no choice. It had to prevent at all costs a further advance towards the sea and to hold less strongly the part facing south, where there was more room for maneuvering.

Perfect comradeship in arms exists between the French and British. At Fismes a British cyclist battalion spontaneously helped the French troops defending the village. At Craonne the British divisions, which had already suffered heavily, carried away by the gallantry of a division of French Colonial troops which was charging the hills in furious counter-attacks against four German divisions, rushed to the assault alongside the Colonials. The British and French soldiers on the roads help each other in a most moving spirit of comradeship and the collaboration of the staffs is as close as it is cordial.

Order Of St. John Appeals To Germans

Asks Order In Germany To Help Get Atrocities Stopped

(Reuter's Agency War Service)

London, May 31.—The Order of St. John of Jerusalem in England has prepared a solemn appeal to the same Order in Germany to exert its influence with the Kaiser and his Government and end the sinking of hospital-ships, the ill-treatment of prisoners and wounded and other breaches of the Geneva Convention. It says that in these respects the Kaiser's Government has not always acted in accordance with the ideas and laws of our Christian brotherhood.

Maximum Price Fixed For U.S. By Wilson

(American Wireless To Reuters)

Washington, May 30, via Cavite and Koukaza.—President Wilson has fixed thirty cents per lb. as the maximum price for aluminum in fifty-ton lots, this price to be effective from June 1 to September 30.

ADMIRAL TSAI ARRIVES

Admiral Tsai Ting-kan, head of the Chinese Board of Revenue, who has been appointed to head the Chinese delegation to the International Commission on Tariff Revision, is now in Shanghai, having arrived yesterday.

German Aeroplanes Active Behind Lines

Some Start For Paris But Are Stopped At Suburbs By Barrage

(Reuter's Agency War Service)

Paris, May 30.—Official: Yesterday evening the enemy displayed great activity in the air. They dropped bombs on several places behind the front.

Some aeroplanes were reported to be making for Paris and the warning was given at 11.24 p.m. No enemy machine passed our violent barrage or reached Paris. Some bombs were dropped in the suburbs. An enemy aeroplane, hit by our batteries, fell in flames. "All clear" was sounded at 12.34 a.m.

Paris, May 31.—Official:

Hostile aeroplanes crossed the lines yesterday evening towards Paris. Our observation posts signalled them and our defense batteries shelled them. The warning was given at 10.59 p.m. and "All clear" at midnight. Bombs were dropped in the region of Paris. There were no victims.

MINISTERS CENSURED FOR LUXBURG AFFAIR

Swedish Parliament Condemns Cabinet Members Involved In Messages From Argentina

(Reuter's Agency War Service)

Stockholm, May 30.—Parliament has adopted the report of the Constitutional Committee censuring the conduct of the former Ministers for Foreign Affairs in connection with the Luxburg Affair.

Bolshevik Note To China Not Received

But Peking Will Not Consent To Act With Soviet Troops

Reuter's Pacific Service

Peking, May 31.—China has not received the note said to have been sent by the Bolshevik Government, according to a message from Moscow, complaining of the activity of Semenoff and asking permission to send Soviet troops to act with Chinese regulars against him. It is not considered likely that the note will arrive owing to the difficulties attending its despatch. China entertains the greatest goodwill towards the Russian people but the agreement suggested is neither likely nor possible while the Bolsheviki allow armed Austrian and Germans to mass in thousands in proximity to the Chinese frontier.

Probate Duty For China Is Suggested

Reuter's Pacific Service

Peking, June 1.—The Board of Finance has circularised the provinces suggesting the levying of a Probate Duty along the lines of foreign countries.

Teutons' Naval Base At Cattaro Bombed

(Reuter's Agency War Service)

Rome, May 30.—Official: British aeroplanes yesterday bombed the enemy naval base at Cattaro, dropping a ton and a half of bombs. One machine was lost owing to damage but the aviators were saved.

CANTON SHIPS MINE EASTERN CHANNEL

Strict Regulations Made For Traffic North of Double Island

Reuter's Pacific Service

Peking, June 1.—Chen Chung-min has issued a notice in the name of the Cantonese Commandant that mines have been laid in the Eastern Channel, northward of Double Island.

The regulations are as follows:

Passage northward of Double Island is forbidden. The South passage is not mined. The maximum speed of ships entering or leaving port is six knots. The guard ship is authorised to examine ships where necessary and vessels must notify the harbor authorities twenty-four hours before sailing. Entrance and departure from the port must be effected before and after six. These regulations will be enforced from June 1.

The preamble states that the mining has been carried out with a view to protecting foreign and Chinese residents.

PARIS STILL UNDER FIRE

(Reuter's Agency War Service)

Paris, May 30.—The long-range bombardment was resumed this evening.

Portugal Government Recognised By Japan

Reuter's Pacific Service

Peking, May 31.—Japan recognised the new Portuguese Government on the 27th.

BATTLE ON ITALIAN FRONT

(Reuter's Agency War Service)

London, May 30.—(By wireless). An Austrian official communique reports:

The battles in the Tonale region continue.

The enemy's artillery bombardment in the Adamello region has increased.

We repulsed several enemy attacks southward of Presena Glacier.

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Round or Square

from $15.00

Best Quality Fine Mesh

FURNISHING DEPT.

PHONE 960

LANE, CRAWFORD & CO., LTD.

The China Mutual Life Insurance Company, Limited.

Head Office: 10 Canton Road, Shanghai.

NOTICE is hereby given that the Twentieth Annual General Meeting of the China Mutual Life Insurance Company, Ltd., will be held at the Company's Offices, 10 Canton Road, Shanghai, on the 18th day of June, 1918, at 4 p.m.

The Transfer books of the Company will be closed from the 4th day of June, 1918, to the 18th day of June, 1918, both days inclusive.

By Order of the Board of Directors,

J. K. TWEED,

Secretary.

Shanghai, 30th May, 1918.

18210

Raven Trust Co. Ltd.

15 Nanking Rd.

INSURANCE

Fire Insurance

Marine Insurance

Burglary Insurance

Motor Car Insurance

Lowest Rates.

INVESTMENTS

GOLD INVESTMENTS

In amounts from $100 Gold up.

SILVER INVESTMENTS

In amounts from Tls. 100 up.

HOUSE FOR SALE Phone 63 On Route Vallon, containing drawing room, dining room, three bedrooms, two bathrooms, garden and tennis court. Tls. 16,000.

SHORT LOANS

We can arrange short loans in MEXICAN DOLLARS, TAELS OR AMERICAN GOLD on approved local securities.

G. W. W. SPECIALTIES

GOODYEAR TIRES

Obtainable at all Service Stations
or by 'Phoning
CENTRAL 608

In Buying Tires, Buy The Best

And in buying Goodyear Tires, you are buying the best in tires that money can buy.
Don't be misled by "Just as good" or "Better," but insist on "Goodyear," for in Goodyear there is nothing of workmanship but the best.

WHY is it that 2 cars out of every 3 manufactured are Goodyear equipped

We shall answer the question for you.

BECAUSE Automobile Manufacturers find that the exclusive features of Goodyear Tires, with the All Weather Tread, give longer Service and Greater Mileage.

BUY TUBES BY NAME: ASK FOR **GOODYEAR**

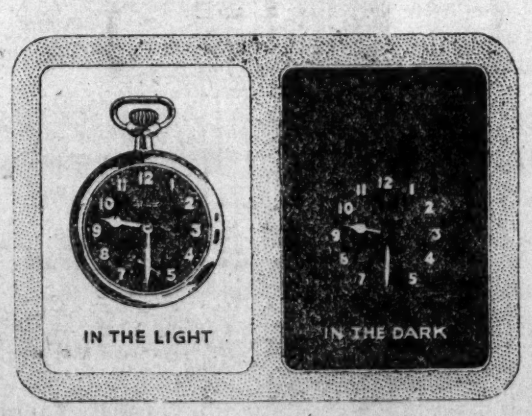
Carry a Watch you can Read in the Dark.

Ingersoll Radiolite Watches have hands and figures that glow brightly in the Dark.

Ingersoll Radiolite Watches are heavy duty watches. They stand the Knocks and Jolts.

There is Radium in the hands and Figures. Enough to do the work and to last as long as you have your Ingersoll.

Ingersoll



Radiolites

Obtainable at

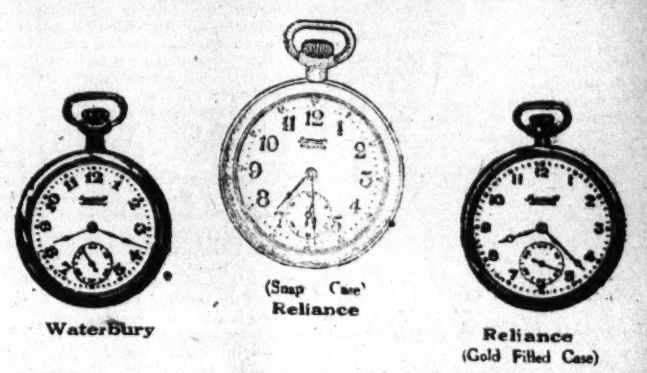
All Dealers

Brighten up Dull Evenings with the Music of the Victrola

Impart new thrills to the winter night at home. All the World's Greatest Artists are ready to your summons when you have a Victrola.

Stop in To-day—
Secure a Demonstration

S. Moutrie & Co.
Retail Distributors
Shanghai-Tientsin, Hongkong.



Waterbury

(Snap Case) Reliance

Reliance (Gold Filled Case)

Ingersoll Watches

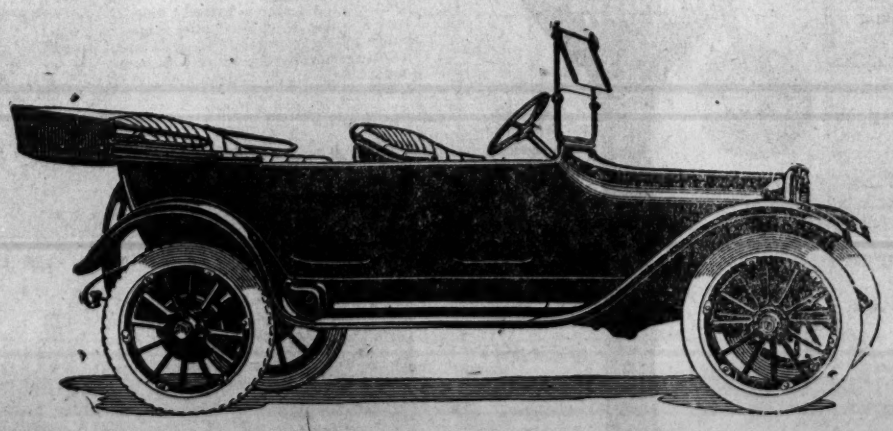
For Gifts—
—or for you

The Reliance—thin and 7 Jewelled—is the kind of Watch your friends check their time by.

Then the Waterbury—4 Jewelled—4 New Ingersoll with a good old name.

You can also have it with a "Radiolite" Dial that Shows time in the Dark.

See them at your Dealer's



DODGE BROTHERS MOTOR CAR

This is the car you will eventually buy for

Comfort—Pleasure—Economy

YOU KNOW FROM REPUTE WHAT A WONDERFULLY GOOD CAR IT IS. YOU KNOW THAT OWNERS OF THE CAR ARE ITS MOST ENTHUSIASTIC SALESMEN

The quality is never questioned. Repairs are rarely rendered necessary except by accident or abuse

A DEMONSTRATION WILL CONVINCE YOU OF ITS MERITS

Peking and Tientsin—E. W. Frazar: Hongkong—Gerin, Drevard & Co.

Leading Importers of

METALS — Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.

INDUSTRIAL CHEMICALS — Caustic Soda, Chlorate of Potash, Acids, Dyes, Tanning Materials, Rosin, etc.

Gaston, Williams & Wigmore

FAR EASTERN DIVISION, INC.

IMPORTERS — ENGINEERS — EXPORTERS

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Railway & Steamship Supplies
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Woodworking Machinery
Chemical Plants Sundry Lines

SOOCHOW DOES ITS BIT FOR RED CROSS DRIVE

Organises Branch Of Shanghai Chapter And Collects Nearly $400

China Press Correspondence

Soochow, May 30.—Soochow is trying to do her bit in the Red Cross drive. Already an organisation has been arranged and a petition has been sent in to the Shanghai chapter to allow Soochow to be a branch of the Shanghai organisation. Mrs. P. C. DuBose is chairman of the organisation, Mrs. O. C. Crawford is vice-chairman and Miss Mabel Thomas is secretary and treasurer.

There are at present eighty-five adult members and twenty-five junior members. The plan was perfected this afternoon to collect a minimum of $1.00 per month from each member of the organisation for the purpose of providing materials for the work of the local organisation.

A total of $257 Mexican and $10 Gold has been collected in membership fees and the children subscribed $19. Two of the boys have made trips about the city selling nearly $90 worth of stamps.

Quite a number of the students in the Mission school have joined the organisation by becoming members and the Red Cross button is often met on the streets. Up to the present time, however, no satisfactory results have been had with the city people. A committee has been organised to work with the local Chinese in getting a drive started in the city among the people. Messrs. DuBose, Cline and Brockman were put to work on this committee.

It is hoped that the Red Cross Concert which is to be held on June 12 will also net the movement a nice little sum.

The drive began a week ago with an afternoon tea at the home of Mrs. F. S. Williams. The tables were arranged in the form of a cross on the lawn and the movement which it is hoped will gradually grow took its beginning there where the foreign ladies were gathered for the purpose.

Robbers Terrorise Eastern Part of Chihli

Mother Of C. C. Wang Is Victim; Many Killed By Bandits

China Press Correspondence

Lanchow, Chihli, May 29.—Robbers are terrorising the people in this region. The aged mother of Dr. C. C. Wang, Managing Director of Peking-Hankow Railway, suffered a loss of about $1,000 in money and valuable property when a band of armed robbers entered her home 12 li from Lanchow recently. Another member of the Methodist church was robbed and stabbed in his home; and in another instance a man was shot and killed. South of Lanchow three Japanese, (two men and a woman), were shot and seriously wounded by robbers. All these events occurring within the past few weeks have produced a high state of "nerves" among the Chinese. It is unsafe to travel with money or valuable property, and large bodies of robbers are reported beyond the Great Wall 120 li north of Lanchow. Foreigners travelling have not so far been molested. The local official seems to be doing his best to cope with the situation; every few days a string of captured robbers is led out and lined up against the city wall for execution. Dr. C. C. Wang has sent personal representatives here to assist in investigating the robbery at his old home.

This Week's Concerts

The performances of the Municipal Band this week will be as follows, weather permitting:

Monday, June 3, 5.30 p.m. Public Garden.
Tuesday, June 4, 5.30 p.m. Hongkew Recreation Ground.
Wednesday, June 5, 5.30 p.m. Public Garden.
Thursday, June 6, 5.30 p.m. Public Garden.
Friday, June 7, 5.30 p.m. Hongkew Recreation Ground.
Saturday, June 8, 4.30 p.m. Public Recreation Ground.

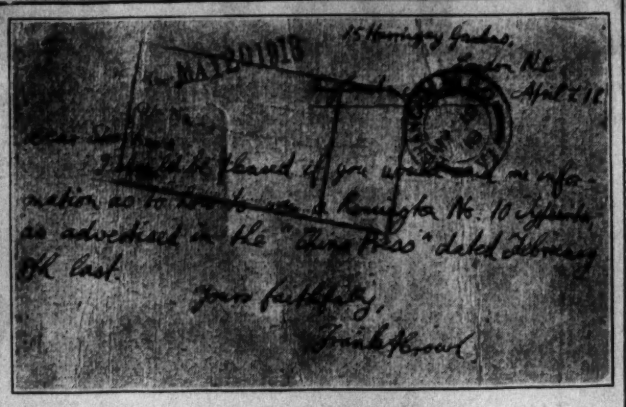
Concert By Mr. Ore

Mr. Harry Ore, whose playing has excited much favorable comment here, will give a concert at the Apollo Theater Wednesday evening. Mr. Ore will be assisted by Mr. J. Karp, baritone, a graduate of Moscow Conservatoire and a student in Italy. The program will be:

Part I.

1.—Grande Sonata.....Tschaikowsky
Mr. Ore
2.—Aria de l'op.....Tigue Dame
Mr. Karp
Part II.
3.—Three Lettish Songs
(a) Melngallis
(b) Darsin
(c) Kalnin
4.—Tambourin ...Rameau-Godsnwky
Gavotte .....Valentini-Ore
Toime .....H. Ore
5.—Three Songs of Chopin, Borodin, Tschaikowsky.
6.—Valse de l'op. Faust
Gounod-Liszt

Yes, It Pays To Advertise



In THE CHINA PRESS of February 10, Mustard and Company of Shanghai advertised: 'Would You Like To Win a Remington Number 10 Typewriter?" Three months and ten days afterwards, May 20, a postcard was received by the local agents for the Remington from one Frank A. Cowl of 15 Harringay Gardens, London, England. Mr. Cowl wrote that he saw the advertisement and wanted information as to the method of winning the typewriter. The post card was dated April 7. Mustard and Company has replied and the answer will probably reach London toward the end of this month. Mr. Cowl may have to wait a long time before he receives the Remington but "It Pays To Advertise."

COMRADE BETRAYED RAIDERS IN ANCONA

Deserter Ran Into Dark Alley As Austrians In Disguise Made For Harbor

Milan, May 1, (Despatch to the London Daily Chronicle.)—Permission has been granted me today to tell the full story of the Austrian raid of April 4 on Ancona. Though the Austrian Admiralty chose to risk some sixty lives only in the enterprise, the expedition was well planned but badly carried out. Its objective was three-fold, namely, to blow up the submarine flotilla in Ancona Harbor, to destroy the captured Austrian torpedo boat B-11, lying there, and to seize a naval motor-boat squadron.

The invading party left Pola at 4 o'clock in the afternoon on board the torpedo boat 69, having a motor launch in tow and escorted by a destroyer. They headed for the Italian side of the Adriatic at a speed of sixteen miles an hour. When fifteen miles from land the invading detachment took their places in the motor launch, whose engines had been carefully covered to suppress noise.

Shortly after 2 o'clock in the morning they disembarked at a solitary spot on shore to find that owing to a big error in their calculations they were seventeen miles north of Ancona. Formidably armed with bombs, pistols and daggers, and carrying 25 kilos of dynamite, they moved in rows four abreast along a road skirting the coast. Since all spoke fluent Italian with a Venetian acent and wore uniforms in distinguishable in the darkness from that of the Royal Italian Marines, they aroused no suspicion in the minds of coast guards and sentinels whom they passed and from whom they inquired the nearest route to Ancona, it being taken for granted that they had disembarked from some friendly vessel lying off shore at daybreak.

Having sighted a lonely cottage of which the only occupants were one woman, two small children, and a big dog, they decided to seek refuge till evening. During the interval two cadets disguised as peasants were sent to Ancona to purchase necessaries and spy out defenses and the exact position of vessels in the port. The information which the spies brought back determined the officers to forego a plan of blowing up the Mandracchio sugar factories, with other items of their program, and to concentrate their efforts on capturing the motor boat squadron, in which they could get away from danger as quickly as possible. At sundown they buried their dynamite in the cottage garden, and at the stroke of midnight they started toward the town.

Mistaken for a naval patrol they experienced no difficulty in passing the toll-gates, but once well within the town they were betrayed by a comrade who, seeing a chance of deserting, slipped down a pitch-dark alley and informed an Italian squad of Carabinieri, who at once telephoned an alarm to headquarters.

Meantime only a long narrow passage skirting the sugar factory separated the raiders from a corner of the harbor, where the motor boats lay at their moorings. The commanding officer, shouting out in imperative tones that he had orders to board the boats, successfully passed the first sentry, but further on a second sentry, being somewhat suspicious, silently followed them till one of the party turned and plunged a dagger into his breast, not, however, before he had time to give an alarm by firing his carbine.

This brought several sailors from a torpedo vessel hard by hurrying up, while from the opposite direction ten Carabinieri appeared on the scene. Then came swiftly a dramatic and ignominious ending. Armed to the teeth though they were with knives, revolvers and handbombs, the invaders simply threw up their hands in surrender.

PRAISES U. S. TROOPS

French Officer Amazed At Coolness And Discipline Under Fire

Washington, May 1.—A glowing tribute has been paid to the American soldiers in France by a French soldier in a letter to a friend, which was published today in the Paris Temps. The letter, as quoted by an official despatch from France, said:

"Infinitely interesting is our contact with the American troops. They have occupied the sector immediately beside ours. We have seen them at work, and could form an idea, and it should be told and retold that they are marvelous. The Americans are soldiers by nature, and their officers have the desire to learn with an enthusiasm and an idealistic ardor very remarkable. There is the same spirit among the privates. They ask questions with a touching good will, setting aside all conceit or prejudice. Naturally they have the faults of all new troops. They show themselves too much and expose themselves imprudently, letting themselves be carried away by their ardor, not knowing when to spare themselves or to seek shelter or when to risk everything for an end. The experience will be quickly learned.

"As for bravery, activity and discipline they are marvelous. They absolutely astonished us one morning of attack. The cannonade, suddenly becoming furious, had just thrown me out of my bunk. No doubt about it, it was a Verdun attack. Taking time to seize my revolver, put on my helmet, and gather up several documents, I descended to the streets. When I arrived there they were already filing by with rapid, easy, decided steps, marching in perfect order in silence with admirable resolution, and above all with striking discipline, to their fighting positions. It was fine. You can have no idea how cheering it was to my Poilus.

"Their artillery will be and already is of the first order. The officers are intelligent and filled with zeal, and the greater part of the service functions without a hitch. Too much praise can never be given their sanitary automobiles, swift, strong, comfortable, a veritable, God-send to us."

NESTLÉ'S FOOD

Sold by the best Druggists and Stores
Wholesale Depot, 6 Nanking Road, Shanghai

Doctor's Opinion in China:

"It is useful in all forms of weakness, but I found it specially helpful in dysentery."

APPLETON'S NEW SPRING BOOKS

Books at gold price. Write for Appleton's Educational, Medical, Fiction and Business and Boys books lists.

American Year Book (to Jan., 1918)..
Musgrave: Under Four Flags for France .....
Whitehair: Out There .....
Clark: To Bagdad with the British..
Lasker: Chess and Checkers.....
Gerard: Face to Face with Kaiserism $3.50
Moore: Law of Commercial Paper....
Newton: The War Cache.....
Robt W. Chambers: Barbarians.....
" " " The Restless Sex.
Emerson Hough: The Way Out.....

CHOW TZU KONG BOOK 'SHOP
周梁康書店
A241 SZECHUEN ROAD
Opposite C. Bianchi's

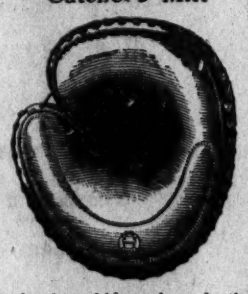
TSZE SUN POULTRY FARM
HAIECHONG ROAD NORTH OF STONE BRIDGE CHAPEI SHANGHAI
Fresh Table Eggs supplied every morning at 3 cts. each, carriage paid irrespective of quantity.

Manufacturers of Incubators, Brooders, and various up-to-date Poultry Appliances. Dealers in different Breeds of Fowls, Chicks, and Eggs for Hatching.

WEEKS & CO., FOR ALL SUMMER SPORTS GOODS

Base Ball Bats
Spalding's Best Make
Price $2.75 each

Spalding's "Three and Out"
Catcher's Mitt

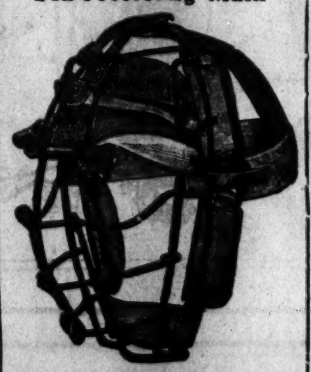


Drab horsehide palms, leather fingers and back, double stitched throughout, improved lace thumb.
$19.50

Infielder's Mitts

No. PX
Spalding's Superior make and finish
$8.50

Spalding's
Sun-Protecting Mask

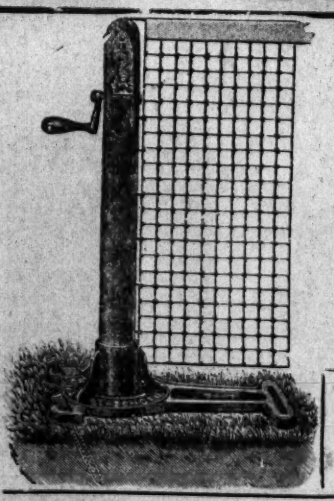


Black enamelled. $6.50 each
Best quality, made throughout of finest steel wire, as sketch.
$13.50 each

Spalding's Famous Gold Medal Rackets

Strung with finest Black Gut.
Spalding's Gold Medal
$21.50
Complete with Waterproof Case, all weights.

Used by all the leading players.
Bevelled Frame, Further Improved.
Spalding's Gold Medal
$21.50
Complete with Waterproof Case, all weights.

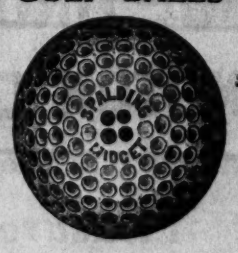


Tennis Posts
Iron Base, strong brass Ratchet, as sketch.
Price
$28.00

Fishing Rods and Tackle

GOLF BALLS

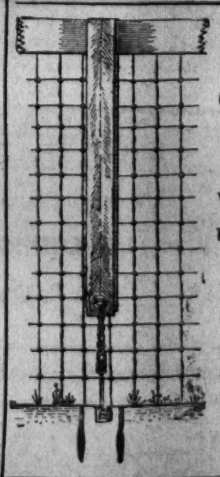
Spalding's "Corker" (Floating)
$1.25 net



Spalding's New Black and White (Floating)
$1.25 net

Spalding's Red and Black Dimple (Floating) . . $1.25 net
Spalding's Dimple Midget (Floating) . . . . 1.25 ,,
Spalding's Glory Dimple (full size, heavy) . . . 1.25 ,,
Silver King Golf Balls . . . . . 1.25 ,,

Spalding's Body Protectors ..... $1.50 each
Spalding's Official League Base Balls $3.75 ,,

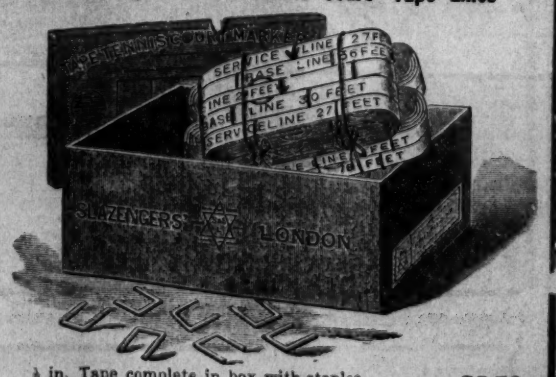


Centre Guides
Strong White web band and brass swivel.
Price
$2.50

Spalding's Lawn Tennis Nets
Hand made, absolutely the best and they are well worth many times the additional cost over the ordinary machine-made styles.
Spalding's best steam tarred, fitted copper cord with hemp end and pin, superior quality white web band $21.50
Spalding's steam tarred net, with stout galvanised steel cord and superior quality white web band . . . $18.00
Good quality steam tarred nets, steel cord and white web band $15.00
Slazenger's with Rope cord $12.50

Marking Pins
For permanently marking the angles of court. $3.25 set

Slazenger's Lawn Tennis Court Tape Lines



½ in. Tape complete in box with staples . . $8.50
⅝ in. do do . . 10.00
1 in. do do . . 12.75
1¼ in. do do . . 16.50
1½ in. best quality Spalding's . . 15.00

HAMMOCKS
Best American Made
Fancy Coloured Canvas
$12.50
Plain and coloured String Hammocks.
$6.50
and
$7.50
Hammock Hooks.
25 cts.
each

Boy's Lombard Cycles
Dunlop Tyres, 18 inch Frame.
$79.00 net

5 % Discount for Cash

WEEKS & CO., LTD., SHANGHAI & HANKOW

TOTAL IS OVER £80,000 FOR CHINESE TANK WEEK

£5,250 Gathered For British War Loans In Half Day Yesterday

With over £80,000 in the banks the Chinese Tank Week closed yesterday. It is expected that a few more sizeable subscriptions will yet come in. Only a couple of hours were available for the workers yesterday but that did not prevent them from gathering £5,250 for the British war loans. The total for the week, up to noon yesterday was £80,150.

Following are the amounts at the various banks and the new subscriptions:

Chartered Bank of India, Australia and China	£3,100
Hongkong and Shanghai Banking Corporation	64,750
Mercantile Bank of India, Limited	12,300
	£80,150

Details of Subscriptions

As per previous lists	£74,900
Mr. Zen Wang-fing	50
Mr. Tsao Ching-foon	500
Mr. Joe Ming-kee	700
Mr. Tsun Kee	100
Mr. Kong Yuen-sung	100
Mr. Woe Tsun-yung	100
Miss Mary Lih	100
Mr. Ma Yung-ching	200
Mr. Tong Yue	500
Mr. Ching Tah-fong	200
Messrs. W. Z. Zee and Sons.	100
The International Recreation Club	200
Mr. Dsung Yue	100
Mr. Chang Hsu-hsun	50
Mr. Loh Dian-yang	50
Mr. Song Tuck-kee	500
Mr. J. Shen	500
Mr. Chun Ming-hung	300
Mr. Ming Kee	200
Mr. Tsen Ching-gee	200
Messrs. Canton Nanyang Brothers	500
	£80,150

Wales' Visit To Pope Explained In Commons

(Reuter's Agency War Service)

London, May 30.—In the House of Commons today Mr. A. Bonar Law informed Mr. Craig that the visit of H. R. H. the Prince of Wales to the Pope was made on the advice of the British Government and strictly in accordance with precedent.

Books And Magazines For Those At Front

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames W. J. Milne, M. R. Sinclair (Yochow), Henderson, Lang, Aiers, H. L. Fletcher, F. A. Jamieson (Tongshan), S. A. Serebrianikoff, H. D. Boyd, H. B. M. Postal Agents, Hankow and Tientsin, Messrs Reid, Evans & Co., Asiatic Petroleum Co., Wm. Martin & Co., Rodger and Haskell, The Hankow Library, The s.s. Irene, Dr. N. H. Bolton, Messrs. F. L. Marshal, A. D. Simon, L. E. Canning, J. H. Osborne, N. E. B. Ezra, J. Craven, J. T. Hancock, A. Eveleigh, R. H. R. Wade, M. Benjamin, C. J. L. Stewart, A. Martinez, Chas. S. Speyer, A. H. Aiers, J. A. Anderson, C. W. Marshall (Shanghai Club), A. Youngson, F. A. Nixon (Taiyuanfu), P. Heath, G. D. McIborraith, A. L. Coates, Anon, and "A Friend."

The following letter has been received:

Busra, April 16, 1918.

"The Postmaster,
"H. B. M.'s Post Office,
"Shanghai.

"Sir, I have pleasure in acknowledging receipt of 8 bags of books and magazines which arrived here by the last two mails. I have distributed them to the troops in Mesopotamia and they have been very much appreciated by the men.
Yours faithfully,
(sd.) "E. G. B. Frost, Capt.
"I-c. War Gifts Depot, Busra."

Monday's Band Concert

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow, beginning at 5.30 p.m.:

1.—March ..."Happy Days in Dixie" .....Mills
2.—Overture "Semiramide"...Rossini
3.—Waltz "Passing of Salome" Joyce
4.—Selection "Princess Ida" Sullivan
5.—(a) Intermezzo "Cleopatra Finnegan" .....Moret
(b) Caprice "The Whistler and His Dog" .....Pryor
6.—Selection ..."The Quaker Girl" .....Honckton

A. de Kryger,
Conductor-in-Charge.

British Planes Stop Dropping Leaflets

(Reuter's Agency War Service)

London, May 30.—In the House of Commons today Major Baird, D. S. O., Parliamentary Secretary to the Air Council, stated that the practice of British aeroplanes dropping leaflets has ceased.

NINGPO WAKES UP TO NEED OF SANITATION

Lectures By Dr. Huntley Draw Big Audiences From Schools

China Press Correspondence

Ningpo, May 31.—The old conservatism of Ningpo received another severe shock last week when Dr. G. A. Huntley, of the Shanghai Baptist College, delivered a series of lectures on the general subject of sanitation. Since the campaign on education under the efficient leadership of Mr. David Yui of the Y. M. C. A., nothing has impressed the student body of the city so favorably, and called forth such hearty commendation from all classes, as the recent health campaign instituted by Dr. Huntley.

When the local committee, composed of missionaries only, issued invitations to the Government and non-Christian schools, they were impressed with the eagerness with which the invitations were accepted. All of the lectures, with the exception of the one given at the Government Middle School, were delivered in churches and mission schools, and yet there was not the slightest hesitation on the part of the school authorities to accept invitations to lectures given in churches and mission schools. Ningpo is certainly registering progress. Another noteworthy fact in connection with this campaign was the presence in large numbers of the teachers of the different Government and non-Christian schools.

During the four days a vigorous campaign was waged against flies and filth. One teacher remarked at the end of the series of lectures: "Our boys are talking and thinking in the terms of flies." In four days Dr. Huntley delivered eight lectures before large and appreciative audiences, aggregating 2,550.

With the exception of the Girls' Normal school, which failed to attend because it necessitated a long walk in the late evening, all of the Government and non-Christian schools of Middle and Normal grades were in attendance upon one or more of the lectures. The evening on which the Boy's Normal school was invited to attend, we were able to receive only one half of the students because of the limited space. We trust, however, that the next time Dr. Huntley comes to Ningpo that the other half, or one hundred, of our prospective teachers will have the opportunity of listening and seeing the lecture.

CONFERENCE TO TAKE UP PRISONERS' TREATMENT

German-British Meeting At The Hague To Consider All Questions

(Reuter's Agency War Service)

London, May 30.—In the House of Commons today Mr. W. Jonson-Hicks asked: "Are the Government satisfied that British prisoners are no longer forced to work immediately behind the German lines? If not, what steps is the Government taking or propose to take to prevent a continuance of cruelty to our men?"

Mr. J. I. Macpherson replied that the treatment of prisoners-of-war generally would be discussed at the conference which he hoped would shortly assemble at the Hague. The discussion would include the subject of the employment of prisoners behind the lines.

Mr. Faber suggested the appointment of a high official with the sole duty of carrying out as soon as possible a direct exchange of all prisoners of war with Germany, Turkey and Bulgaria.

Mr. J. F. Hope replied that the possibility of extending the existing arrangements with Turkey and Bulgaria would be considered.

HONEST MAGISTRATE FORCED OUT OF OFFICE

Official Who Enforced Law Against Criminals Expelled By 'Men Higher Up'

China Press Correspondence

Ch'angli, Chihli, May 30.—A few weeks ago a local Japanese "morphine puncher" was shot while in his den of iniquity by a thief. The wounded man after receiving treatment at the Methodist Hospital died while his friends were taking him to the railway station. The district official promptly captured and executed the thief who did the shooting.

So far so good. But the official had incurred the enmity of a wealthy gambler in a neighboring district to the south, whose agent some weeks before, while illegally soliciting gambling funds in this place, had been seized and put in the yamen. Promptly seizing on some alleged irregularity in the trial of the above murderer, and doubtless by a judicial and liberal use of his money at headquarters in Tientsin, it is reported that the offended gambler has secured the removal and degradation of the official, despite the fact that both Chinese and foreign residents in Ch'angli District hold the latter in the highest esteem and regard him as the best official Ch'angli has had for years. The way of the transgressor may be hard, but so too it seems is the way of an official who tries to be good in China.

So long as the Chinese people supinely allow a just and upright official to be thus impeached by the lawless, gambling aristocracy of the country, what use to prate about the "rights" and "sovereignty" of China? Until the common people of China realise that they are responsible for the character, conduct and protection of their officials, there is no hope for civil peace and national prosperity in China. It may cost more bloodshed and revolution, but let it come. The only power that can overthrow the hierarchy of corrupt degenerates posing as officials and fattening on their country's life-blood, is the power of awakened public conscience and consciousness.

An attack of rheumatism does not guard the patient against a subsequent attack. On the contrary, a person who has had rheumatism is more liable to be attacked than one who has not.

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AUSTRALIAN WHEAT CANNOT BE MOVED

J. B. Clarkson Tells Of Great Food Congestion There And In New Zealand

3,000,000 TONS LYING IDLE

In Addition 3,000,000 Carcasses Of Sheep And Lambs Are Stored In Freezing Plants

New York, May 2.—Australian and New Zealand storage warehouses are so congested with surplus supplies of wheat and meat that at times producers find it a difficult matter to carry on business, according to J. B. Clarkson, Managing Director of Hope Gibbons, Sons & J. B. Clarkson, Ltd., of Wellington and Christchurch, New Zealand, who left that country on March 5 for the United States. Mr. Clarkson said that, in view of the urgent demand made on this country for wheat and meat supplies for the Allies, it seemed imperative that the British and American Governments come to some arrangement whereby these enormous stocks could be made available here. The circumstance that the British Government had paid the producers for these supplies did not, in Mr. Clarkson's opinion, warrant leaving these foodstuffs in Australia and New Zealand.

Mr. Clarkson said that before leaving for Europe he hoped to bring before the Washington Administration the desirability of putting enough American tonnage now under construction on the Pacific Coast into the Australian and New Zealand trade to clear up congestion in supplies in those countries, land them at San Francisco, Seattle, or Vancouver, while available American supplies were, with the least delay, sent across the Atlantic to relieve the needs of the Allies.

"Australia has on hand 3,000,000 tons of wheat purchased by the Imperial Government," Mr. Clarkson said, "but it is lying in out-of-door storage awaiting shipment. It is packed in sacks, stacked up at railway stations. The farmers have either been paid for the wheat by the Imperial Government or been able to obtain the larger part of their money, the basic price being $1.06 per bushel. The farmers are planning large crops, and, owing to the bountiful rainfall, they can count upon a big yield."

Mr. Clarkson added that Australia had purchased vessels and inaugurated a ship construction program, besides placing orders on the Pacific Coast of the United States. At the present time only about thirty ships are under the direction of the Commonwealth, but within the next twelve months it is hoped to have fifty vessels available for moving the wheat and other supplies overseas.

"In New Zealand," continued Mr. Clarkson, "there are approximately 3,000,000 carcasses of sheep and lambs stored in various freezing plants awaiting shipment. In addition to the meat, New Zealand has huge quantities of butter, cheese and hemp which it is imperative should be moved out of the country at the earliest moment. If the vessels now under construction on the Pacific Coast were put into the trans-Pacific service, not only would the Australian and New Zealand products bring relief here, but the ships so engaegd could be used to carry American manufactured goods to our people, thus supplying the trade formerly enjoyed by Germany."

Mr. Clarkson said there was a great field in Australia and New Zealand for American farm machinery, tractors and improved agricultural implements generally. Just now, he said, the New Zealand farmers were immensely interested in a farm machine recently brought out by an American concern. This machine, which may be used either by horse power or in connection with a tractor, plows, discs and harrows the ground in one operation.

Feeling For Peace Grows In Provinces

Desire For Compromise Between Contending Factions Is Marked, Peking Reports

Reuter's Pacific Service

Peking, June 1.—The belief is growing in Chinese circles that many provincial centers desire a compromise between the contending factions.

Peking, May 31.—The Chinese Government does not recognise the sale of the cruiser Kuang Hai by the Southern Federation.

China Press Correspondence

Taianfu, China, May 29.—Our city is now filled with Chang Tso-lin's soldiers to the number of perhaps 3,000, though some put it at twice this figure. It is reported that the local officials have sent an appeal to Peking for help in putting down the robber bands and at last help has come. In general the people seem to fear that the medicine will be worse than the disease as the soldiers are running things with a high hand. As a matter of fact, the conditions around the country are much more peaceful now than was the case several weeks ago so that it would seem that the soldiers have come too late to be of great assistance.

Feng To Run For President?

President Feng Kuo-chang has consented to run as President of the Republic at the next election and General Tuan Chi-jui has also expressed his willingness to be a candidate for the Vice-Presidency, according to the Chinese press. The Bureau for the election of the executives are now trying to obtain the endorsement of the military authorities of the provinces.

General Tsao Kun arrived at Tientsin Friday afternoon and proposes to move the headquarters of the first expeditionary forces to that city. General Hsu Shu-cheng, the commander of the Fengtien troops, promptly protested against the proposed action and asserted that the change would effect the morale of the Northern troops.

Another peace note was sounded when the Yangtsze Tuchuns together with Tuhuns Chao Ti of Honan and Tsao of Chihli addressed a lengthy telegram to the Central Government pointing out the importance of the suspension of hostilities.

SHANTUNG IS BLESSED BY FAVORABLE CROPS

But Farmers' Happiness Is Tempered By Fear Of Robbers

China Press Correspondence

Taianfu, May 29.—The people in this part of the country are rejoicing in the prospect of the best crops for many years, as there have been quite unusual rains during the Spring and when, last year, processions praying for rain were a daily occurence now all are busy in the fields and will soon reap a great wheat harvest. Millet, kao-liang, and other crops could not look better.

In order to keep the people from becoming too happy the brigands are still plying their trade. Yesterday an assortment of heads, hands, etc., was brought to the yamen by the soldiers who had met the robbers successfully a few miles from this city and it is to be hoped that a few such encounters will put a quietus on this robber business.

An important committee meeting brought some distinguished members of the Southern Baptist Mission to this city yesterday and today. Among the number, we have seen the Rev. Frank Rawlinson, D.D., of Shanghai, Rev. W. B. Glass of Huanghsien, Rev. H. Y. Napier of Chinkiang, and Rev. Gordon Poteat of Kaifeng. Our little city is famous for several things, among others as the best occupied city from a missionary point of view in China. The Society for the Propagation of the Gospel has here one of the finest churches in China built at a cost of about $50,000. The Methodist Mission is just completing one of the finest school buildings in the province. Both of these missions are well equipped for all kinds of institutional work. Now the Southern Baptist Mission is entering the field so these poor Chinese ought to get the Gospel.

Lanchow, Chihli, May 29.—While Peking, Tientsin, Shantung and other regions have been blessed with unusual Spring rains, these eastern districts have suffered from drouth since the last of March. A four days' rain has just come our way, which seems ample for present needs. It has seriously interfered with some of the big Spring fairs, but no one complains as it was so badly needed. All crops promise well save wheat, which will be very short and light.

DECLARES GERMANY WILL SEIZE HOLLAND

'We Will Teach You Dutch A Lesson On August 1,' Says Enraged Major

By T. Walter Williams

Rotterdam, April 28, (via London.)—A row in Rotterdam between a German Major and a Dutch landlady has caused some excitement. The Major rented a high-class apartment, with two other officers, for a month, and, having found cheaper quarters, decided to move out, which was against the laws of Holland. There ensued a terrible scene, when the officer shook his fist in the landlady's face, shouting:

"Damn you! We will teach you Dutch a lesson on August 1. That's the date, and you'd better keep it in mind."

When the landlady's husband asked for an explanation of this threat, having found her in hysterics, it was explained by the German officer that August 1 was the day that Germany had decided on to take control of Holland, and advised him to treat German officers courteously and learn their language.

WENCHOW OFFICIAL OPENS UP DISPENSARY

Hwang Ching-lan Wins Favor Of People By Progressive Policies

China Press Correspondence

Wenchow, Chekiang, May 28.—Wenchow and Chuchow are fortunate in having a Taoyin, Mr. Hwang Ching-lan, who evidently cares for the welfare of the people. He and his wife have opened a dispensary in the yamen, where every afternoon free medical attendance, including medicine, may be obtained by men and women. This has become so popular that extra doctors were needed and the two that passed with the highest marks in an examination held for this purpose, were given the posts. At one time several hundreds were being seen daily in this dispensary.

Proclamations issued by Mr. Hwang deal with foot-binding, gambling, the immediate burial of coffins, early marriage of daughters and the mortgaging of wives to other men. The Home for Foundlings, which had fallen into disuse, has been reopened. At his instance a new jail is being built, and a recent inspection of the old one showed this to be a much-needed improvement. He gave ready assent to the preaching of the Gospel to the prisoners both in the jail and in the prison; this permission had been withheld before by less enlightened officials. Heredity and early training may account for this benevolence of disposition, for he is the son of Dr. Hwang, the first Chinese doctor of the Shantung Road Hospital, in the days of Dr. Muirhead, of the London Mission.

In a recent fire at Chuchow, 155 families were rendered homeless, two or three persons were burned to death and many seriously injured. The agent for the Standard Oil Co. of N. Y. is said to have lost $5,000 worth of oil and other $10,000 worth of his own stuff. T. A. Beall has been making an extensive trip through the northern part of his district. Work is being pushed as rapidly as weather will permit on the buildings of the large Standard Oil Co. plant a little way down river from the city.

Messrs. Ahlberg and Johnson, of the Outdoor Staff of the Customs, have just arrived, and Mr. Mitsubara, of the Indoor Staff, has returned from a visit to Japan, where he went for an operation, from which he has made a good recovery.

'Father Of Typewriter,' Mr. W. K. Jenne, Is Dead

Mr. W. K. Jenne, who has long been known as the "father of the typewriter," is dead. The original writing machine, the model 1 Remington, was built under his superintendence. Through his efforts the crude inventor's model was improved in design and made practical for manufacture and sale, and during the first thirty years of its history Mr. Jenne was the principal factor in the development of the writing machine—a remarkable record for one man, one which fully entitled him to all the honors he received.

Mr. Jenne was born in Lancaster, Mass. in 1837, of good old New England stock. His father, Siloam Jenne, was a skilled mechanic and an inventor of some repute, and it was from this parent that Mr. Jenne inherited his mechanical bent. Mr. Jenne spent the early years of his life in his native State. It was in 1861, at the age of 23, that he came to Ilion, the little New York town in which he was destined to spend all of the remaining years of his long, active and useful life. Even in those days Ilion was a town which the name Remington had already made famous. These were the Civil War times, when E. Remington & Sons, the famous gun makers, were busy on the big war contracts, and the fame of the Remington gun had already spread to the four corners of the earth. It was to be Mr. Jenne's destiny to make this name Remington even more famous in connection with the writing machine.

Soon after removing to Ilion, Mr. Jenne entered the Remington service and in the year 1873 he held an important position in their sewing machine department. It was in this year that the historic events began which were destined to link the name Jenne to that of the writing machine.

The history of the attempts to invent a typewriter carry us back 150 years. The first known attempt, shown by the records of the British Patent Office, was that of Henry Mill in 1714. The first American attempt was made by William Austin Burt of Detroit in 1829. Many other efforts, mainly in America, followed in the next forty years. Charles Thurber of Worcester, Mass., built a typewriter in 1843, Fairbanks in 1848, Oliver T. Eddy in 1850, A E. Beach in 1856, and many other attempts followed during the next ten years.

All of these machines wrote, some of them wrote well, but none of them was practical because, one and all, they lacked the prime essential—that of *speed*. Without exception they were slow, slower even than the pen.

The problem was finally solved by three mechanics of Milwaukee—Sholes, Soule and Glidden—whose name will have a lasting place in history as the inventors of the writing machine. After six years of labor they thought that the machine was sufficiently perfected, and in that year 1873 it was brought to the Remington Works at Ilion in the hope of interesting the Remingtons in its manufacture. It is here that the name of Mr. Jenne enters into the typewriter story.

The negotiations were successful and the inventor's model was placed in the hands of Mr. Jenne for development. Mr. Jenne's labors during the following year constitute his principal claim to fame. The inventor's model was so crude as to be of little value except to show that the idea was practical. Under Mr. Jenne's efforts the machine was reduced in size, improved in design, and evolved into a model suitable for manufacture and sale. Early in the year 1874 the first machines were placed upon the market.

This machine was then known simply as The Typewriter. Today it is known as the Model 1 Remington. Its correct historical designation is *"Ancestor of Writing Machines."*

The Model 1 Remington was enclosed in a wooden case, the carriage return was operated by a foot treadle, it wrote capital letters only, and altogether it was a very crude and imperfect forerunner of the present day Remingtons. Nevertheless this model contained the great fundamental features of all present day writing machines. Chief among these features were the step by step escapement and the type striking at a common central point. These principles, as embodied in the first Remington, are so obvious and self evident today that it seems strange that they were not discovered until after a century and a half of inventive effort.

Mr. Jenne remained for thirty years the superintendent of the Remington factory, until his retirement in 1904, and during these years he did incomparably more that any other one man in the mechanical development of the typewriter. Nine successive Remington models—all of them in fact except those now current—belong to the Jenne period, and it is impossible to enumerate all of the improvements which were due to Mr. Jenne or achieved under his direction.

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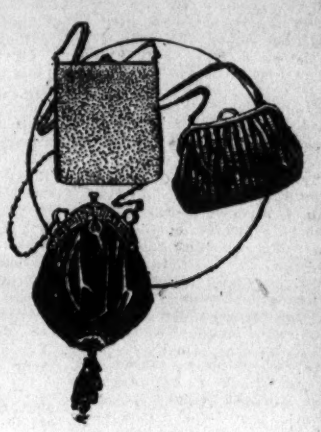

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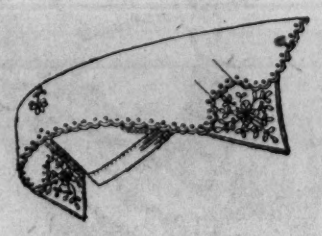

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Steady Stream Of Khaki-Clad Men Is Now Pouring Into France, Says M. Tardieu

PRAISE FOR OUR EFFORTS

Tells Of Help Given By Army And Navy And Through Money And Supplies

New York, April 29.—Andre Tardieu, the French High Commissioner to the United States, delivered two notable addresses in New York last night, the first at the Plaza, where he spoke under the auspices of the Franco-American Liberty Loan Committee, and the second before one of the largest audiences ever crowded into the Madison Avenue Baptist Church, at Madison Avenue and Thirty-first Street.

M. Tardieu, showing deep feeling, told that the population of France, through the ravages of war, had been reduced to 35,000,000, of the French cannon makers meeting the problem of supplying, for the time being, the American as well as French armies, a problem so successfully solved, he added, that France had ready the artillery needed for the efficient equipment of twenty American army divisions, which means 540,000 men. Only the first twenty American divisions will use French-made guns, the others that will follow, Mr. Tardieu stated, will fight with guns made in America.

At the Madison Avenue Baptist Church, where M. Tardieu received an ovation that last six minutes and where he spoke in English, he cited figures which show that the French battle loss, which includes killed, wounded, and captured, has reached the stupendous total of 2,600,000 men, of whom about 1,300,000 have been killed outright fighting back the German menace. Since the war started he said France had mobilised for service 9,000,000 men, of whom 7,500,000 had gone into the army, while the remaining 1,500,000 were employed in the munition factories.

In a reference to the war activities of the United States, M. Tardieu declared that in all history a "more complete solidarity" in everything that is needed to bring victory had never existed than the solidarity which today marked the common efforts to that end of France and America.

Ceaseless Stream Of Khaki-Clad Men

At the Plaza the French Commissioner made the significant statement that the soldiers of the United States now in France were numbered by the hundreds of thousands, and that the stream of khaki-clad Americans which was pouring into France was ceaseless. He also had a kind word to say for the much criticised Liberty motor, which he described as among the five best motors in existence, and he predicted that within the next few months thousands of these motors would be in service on the allied front in France.

Myron T. Herrick, former American Ambassador to France, presided at the Plaza meeting. He said that the victory of the Allies was only a question of time and that now that America realised what this war meant, and what the issue was, there could be but one answer to the final question, and that was victory for the allied cause.

"If the Germans should win this war," said Mr. Herrick, "I should wish to die. I have in my mind tonight the immortal words of Patrick Henry, and I know that tonight I speak the voice of the American people when I say, Give us liberty or give us death.'"

M. Tardieu began his speech at the Plaza with a plea for the Third Liberty Loan. The very fact that French-American citizens were holding a meeting to help make the great loan a success made it necessary, M. Tardieu said, for him as the official representative of the Government of France to be present.

"The Frenchmen living in New York and American citizens of French origin or ancestry," said M. Tardieu, "have resolved that their active co-operation in the war efforts of the American Government and of the American people should be today asserted in a solmn way as a symbol of the indestructible bond which unites our two democracies."

For a year, M. Tardieu added, he had been in the United States in charge of all war measures, as the representative of France, required by the co-operation of France and the United States in the war.

"In all departments of activity military and naval organisation, finance, war manufactures, artillery, aircraft production, railways, supplies, oversea transportation, blockade, and relations with neutral countries," he added, "our common effort has been, day after day, hour after hour, the very substance of my life.

Solidarity Complete

"Never has a more complete solidarity existed between two nations. Never has a union of hearts and minds been deeper and closer. To Frenchmen living in America I need hardly tell how cordial, how warm-hearted this co-operation has been; this they know from their own long experience.

"But, on account of the responsibility of my office, I wish to restate here, among many other instances of that co-operation, that, since the beginning of the present battle, all the urgent requests I had to submit to the Federal Government, has been completely, immediately granted by them.

"Freshmen of America, by bringing your own energetice contribution to the Third Liberty Loan you are fulfilling a duty, and you are paying off a debt. You are fulfilling a duty, you are paying off a debt because our common victory is pledged by what America has for a year now done in the war. You are fulfilling a duty and paying off a debt because if this victory will first result from our effort during forty-five months it is the effort of America which will enable us to win this victory in the way it must be won; I mean to make it a decisive and a complete one.

"By the hundreds of thousands the soldiers of America are now in France, and every week brings to our shore a new stream of khaki-clad boys. The reason why this is now taking place and why this effort can go on for months is that from the start by enacting and accepting conscription America has secured the power of numbers.

"The instruction of this army has been organised, in France as well as in America, on the basis of gaining a maximum of results within the shortest possible time. The Secretary of War, in full accord with me, is taking now the last measures which will speed up this instruction.

"The first twenty American divisions landed in France will find there, ready for them, all the artillery of various caliber which they want. The following divisions will carry over guns and ammunition manufactured in this country. This manufacturing, already started, will grow effective in due time.

"The last tests of the Liberty motor will soon be over. The Liberty motor ranks among the five best motors in existence for bombarding or exploration airplanes. Before the Autumn, thousands and thousands motors of the type will be used in Europe, and the delivery of chase motors will begin.

Army And Navy Help

"At present, following General Pershing's generous offer, your soldiers are in line in several sectors of our front, and arrangements made allow of the immediate use of all units as soon as arrived.

"On our coasts and on the British coast, the American Navy is co-operating with the allied fleets, and the figures of submarine losses, on a steady decrease for the last three months, have given evidence of their common activities.

"At the same time, the great effort you are exerting to help your associates is going on. You have lent them for the last ten months over $5,000,000,000. In March almost 1,000,000 tons of cereals, hundreds of thousands of tons of steel, of cast iron, of copper, of powder, have gone to Europe.

"If, in the present battle, we have been enabled to move so speedily our divisions on trucks, all over the front of our gallant British allies, from Montdidier to Ypres, the reason is that from January to March, thanks to arrangements made with the Shipping Board, we have been able to ship over to France hundreds of thousands of tons of gasoline.

"Thus, in every field, a complete, thorough, and decisive American help is to be found. It is, therefore, only just that we Frenchmen now in America, each one of us in the place alloted to him, should do everything we can to support and to develop this help. That is what you mean to do tonight. And for that I am happy to thank you.

"Now, speaking not only to the Frenchmen at present in America, but to the whole American nation. I tell them that huge is the help which you are bringing to us. But it is not greater than we deserve. What France for nearly four years has done for the success of this war is huge and splendid as well. It is the French effort which three and a half years ago, by breaking the first onslaught of an invader who felt certain to carry an immediate success, has enabled all the democracies of the world to arm themselves in turn and to come in and take their part in a noble fight.

"In order to keep the line, from a population which, taking into account the invasion of our northern territories, does not exceed 35,000,000 inhabitants 7,500,000 men have been mobilised, and 1,500,000 are working in munition plants.

"In the army zone proper, the sum total of our forces amounts still to a little less than 3,000,000 men. Before the battle which is now taking place we were holding over two-thirds of the western front. Since the beginning of that battle, you know how we have been extending our front in order to help our faithful and gallant British allies.

Ready To Full The Gap

"When our British allies had to give way to the powerfully prepared thrust of the enemy and to move back from St. Quentin to Montdidier, our army was ready to fill the gap thus open on our left, and to re-establish the liaison between the French and the British Army.

For days our regiments, armed only with rifles and machine guns, as the artillery could not follow such a speedy move, have stemmed the German onslaught. Then, between Noyon and Amiens, they have taken up positions, thereby preventing the invader from making any further progress.

"Now, between the rivers Scarpe and Lys, that is to say, on the whole fighting front, our troops are standing side by side with our gallant allies, supporting them wherever it may be necessary and thus digging the grave of the hopes entertained by the bragging Kaiser.

"In order to be able to exert this huge effort we have accepted with a stanch heart all the sacrifices which were required. We have spent for war purposes 104,000,000,000 francs, and the small subscribers have brought the decisive contribution to our loans.

"To carry on the war we have accepted all the restrictions which have been necessary—reduction of the bread ration by two-thirds, of the sugar consumption by 49 percent, of the rice consumption by 61 percent. I could go on with facts and figures. I could show you the women and the children taking up in the fields and in the manufacturing plants the burden of work left behind by the men.

"I could give you a picture of Paris undisturbed and smiling under the shelling of the big German gun the last creation of Hunish kultur, when over a hundred women and children, on last Good Friday, were bombarded in a church, where they had gathered to worship and pray.

"But I know, friends, that what I could tell you, you know already, and I prefer coming to a conclusion and to say that, if America is worthy of France, France as well, is worthy of America.

"We are partners in the same cause; we have a common effort, a common motive. Gathered together tonight to support the Third Liberty Loan, which is another manifestation of national solidarity, let us once more proclaim the holiness of our cause. Let us fasten the culprit to his own crime; let us declare that we have but one common aim, which is to prevent any possible repetition of this crime, and in this way to lay the foundations of the world's peace."

Loans Saved By Democracy

At the Madison Avenue Baptist Church, Mr. Tardieu, referring to the financial condition of France, said the internal loans of France had been subscribed by 6,000,000 French people, and that the average subscription to the various loans has been from $200 to $300, which means, he said, "that France, as far as loans go, has been saved by the small subscribers, by her own democracy in the same way that our French democracy has saved France and the world on the battlefields of Europe."

"French citizens of the present day," he added, "would not fight well in a war of injustice and prey. They have been fighting and they will keep on fighting to the end, because the right and justice of their cause are impressed on their very souls. We will fight to the last, and America, too will fight to the last. You are in the war, and you must win it. The President has told you that you must, and I tell you the same thing in the name of France, in the name of armies of France with whom for two years I fought in the trenches.

"Your boys are now fighting side by side with our soldiers. Remember that you people here at home are also in the battle. Like soldiers on the battlefield you, too, must do your duty. I know that you will."

The services at the church closed with a prayer by Dr. Charles A. Eaton, the pastor, for the men who are fighting the allied battles in France.

Teething Time
A Time of Worry

When baby is teething is a time of worry to most mothers. Baby's little gums become swollen and tender; he is cross; does not sleep well; is troubled with constipation, colic or diarrhoea, and sometimes even convulsions seize him. During this period nothing can equal the use of Baby's Own Tablets, the Canadian childrens' remedy. They regulate the bowels and stomach and make the teething so easy that the mother scarcely realises baby is getting his teeth. Concerning the Tablets Mrs. Arthur Archibald, New Town, Nova Scotia, writes: "I used Baby's Own Tablets when baby was getting his teeth and I found them an excellent medicine." The Tablets are sold by chemists, or by mail at 60 cents a vial from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

Shanghai Baptist College Notes

Mr. T. Neal Johnson, principal of the American School, of Tokio, has accepted a position as Professor of English in the College to begin in September. Mr. Johnson is a graduate of Lake Forest College, has taken graduate work at the University of Chicago, at Yale and at Heidelberg and has had several years experience in teaching.

* * *

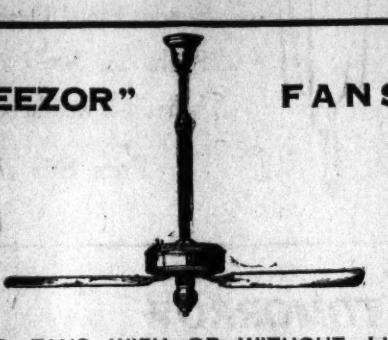
An efficiency exhibit under the direction of Miss McKeen was held on Thursday afternoon from 4 to 6 o'clock. Suggested methods of filing notes and clippings, of indexing and filing reading material, and the proper use of the card system were demonstrated. It is hoped the demonstration will prove valuable in helping the students to use efficiency methods in handling their school notes and outside reading, as well as introducing them to filing and indexing methods.

* * *

The American College Club met on the Campus Friday evening for supper and a musical program. They were the guests of Mrs. White, Mrs. Webster and Mrs. Anderson.

Always Left Behind

After all the evidence on the point which has accrued since men first began to amass wealth, we should think our prominent tightwads would begin to realise that they can't take it with them, but not a few living around here don't seem to.—*Ohio State Journal.*



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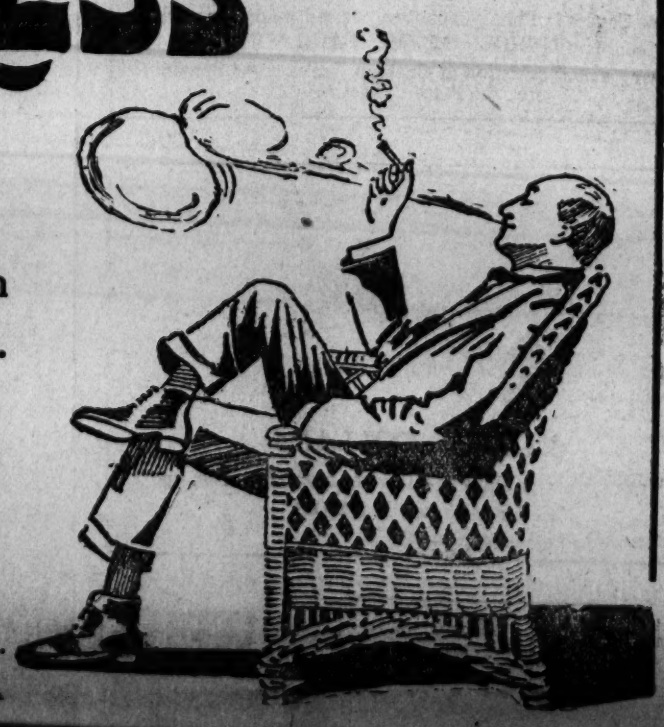

CZECHS DEMANDED FULL INDEPENDENCE

Suppressed Resolution Of Convention Held At Prague Is Now Disclosed

ASKED PART IN PEACE PLAN

Rejected Any War Settlement That Would Leave Them Under Austrian Yoke

New York, April 16.—Several times during the last few weeks reference has been made in The New York Times to the insistence with which the representatives of the oppressed Czecho-Slays of Austria-Hungary continue to defend their right to complete political independence and reject all proposals of a settlement of the world war that would leave them under the Hapsburg yoke. Among the acts cited as evidence of this attitude was the convention held in Prague on Jan. 6, at which delegates from the Reichsrat and from the unconvened Diets of Bohemia, Moravia and Austrian Silesia met other leading advocates of independence and adopted a resolution which was barred from the German and Magyar newspapers by the Austrian censor.

This "declaration of independence" by what several publicists in neutral and Entente countries have named the "Czech Constituent Assembly" was published, however, on Jan. 30 in the Polish Glos Narodu of Cracow, and afterward reprinted in other papers in Austria. Copies of it have reached Switzerland and England and have been printed by Die Freie Zeitung of Berne and The New Europe of London.

Self-Determination Asserted

The resolution in full reads:

"In the fourth year of this terrible war which has already cost the nations numberless sacrifices in blood and treasure, the first peace efforts have been inaugurated. We, the Czech members of the Austrian Reichsrat, which, through the verdicts of incompetent military tribunals, have been deprived of a number of its Slav deputies, and Czech deputies to the dissolved and as yet un-Bohemia, and to the equally unsummoned Diets of Moravio and Silesia, recognise the declarations of the Czech deputies in the Reichsrat, and deem it our duty emphatically to declare, in the name of the Czech nation and of its oppressed and forcibly-silenced Slovak branch of Hungary, our attitude towards the reconstruction of international relations.

"When the Czech deputies of our regenerated nation expressed themselves, during the Franco-Prussian war, on the international European problems, they solemnly declared in their memorandum of Dec. 8, 1870, that 'all nations, great or small, have an equal right to self-determination, and their complete equality should always be respected. Only from the recognition of the equality of all nations and from mutual respect of the right of self-determination can come true equality, a general peace and true humanity.'

"We, deputies of the Czech nation, true even today to these principles of our ancestors, have therefore greeted with joy the fact that all States based upon democratic principles, whether they are belligerent or neutral, now accept with us the right of nations to free self-determination as a guarantee of a general and lasting peace.

"Also the new Russia accepted the principle of self-determination of nations during its attempts for a general peace, as a fundamental condition of peace. The nations were freely to determine their fate and decide whether they want to live in an independent State of their own or whether they chose to form one State in common with other nations.

Reject Austrian Viewpoint

"On the other hand, the Austro-Hungarian delegate declared, in the name of the Quadruple Alliance, that the question of the self-determination of those nations which have not hitherto enjoyed political independence, should be solved in a constitutional manner within the existing State. In view of this declaration, we deem it our duty to declare, in the name of the Czecho-Slavok nation, that this point of view of the Austro-Hungarian representative is not our point of view. On the contrary, we have in all our declarations and proposals opposed this solution, because we know from our own numberless bitter experiences, that it means nothing but the negation of the principle of self-determination. We indignantly express our regret that our nation was deprived of its political independence and of the right of self-determination, and that, by means of artificial electoral statutes, we were left to the mercy of German minority and of the Government of the centralised German bureaucracy.

"Our brother Slovaks became the victims of Magyar brutality and of unspeakable violence in a State, which, notwithstanding all its apparent constitutional liberties, remains the darkest corner of Europe, and in which the non-Magyars, who form the majority of the population, are ruthlessly oppressed by the ruling minority, extirpated, denationalised from childhood, unrepresented in Parliament and Civil Service, deprived of public schools, as well as of all private educational institutions.

"The Constitution, to which the Austro-Hungarian representatives refers, falsified even the justice of the general suffrage by an artificial creation of an over-representation of the German minority in the Reichsrat, and its utter uselessness for the liberty of nations was closely demonstrated during the three years of unscrupulous military absolutism during this war. Every reference to this Constitution, therefore, means, in reality, only a repudiation of the right of self-determination for the non-German nations of Austria who are at the mercy of the Germans; and it means an especially cruel insult and injury to the non-Magyar nations in Hungary, where the constitution is nothing but a means of shameful domination by the oligarchy of a few Magyar aristocratic families, as was again proved by the recent electoral reform proposal.

Demand For Lasting Peace

"Our nation longs with all the democracies of the world for a general and lasting peace. But our nation is fully aware that no peace can be permanent except a peace which will abolish old injustice, brutal force and the predominance of arms, as well as the predominance of States and nations over other nations, and which will assure a free development to all nations, great or small, and which will liberate especially those nations which still are suffering under foreign domination. That is why it is necessary that this right of free national development and to self-determination of nations, great or small, to whatever State they may belong, should become the foundation of future international right, a guarantee of peace, and of a friendly co-operation of nations, as well as a great ideal which will liberate humanity from the terrible horrors of a world war.

"We, deputies of the Czech nation, declare that a peace which would not bring our nation full liberty, could not mean a peace to us, but only a beginning of a new, desperate and continuous struggle for our political independence, in which our nation would strain to the utmost its material and moral forces. And in that uncompromising struggle it would never relax until its aim had been achieved. Our nation asks for independence on the ground of its historic rights, and is imbued with the fervent desire to contribute toward the new development of humanity on the basis of liberty and fraternity in a free competition with other free nations, which our nation hopes to accomplish in a sovereign, equal, democratic and socially just State of its own, built upon the equality of all its citizens within the historic boundaries of the Bohemian lands and of Slovakia, guaranteeing full and equal national rights to all minorities.

Open Fighting Carried On By The French On Picardy Front

One of the first pictures of the Picardy drive to arrive. Once again the war is being fought in the open. This battery of the famous French. 75's was rushed to the front to aid the hard-pressed British. The photo shows the men resting during a lull in the firing.

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Today's Church Services

Holy Trinity Cathedral.—June 2, First Sunday after Trinity. 8 a.m., Holy Communion. 10 a.m., Children's Service. 11 a.m., Mattins and Litany. Clark in E. Anthem, "In Jewry is God known" (Clark). Hymns, 4, 175. Noon. Holy Communion. 6 p.m., Evensong, Lecture by the Dean.

St. Andrew's Church, Broadway.—June 2, First Sunday after Trinity. 10.30 a.m., Mattins and Holy Communion. Preacher, The Rev. C. J. F. Symons, M.A. 6 p.m., Evensong. Lecture on "Chuerh History" by The Lay Reader.

Union Church.—11 a.m., Preacher, Rev. C. E. Darwent, M.A. Subject, "God's help." Chants, 22 and 23; Anthem, Te Deum (Harwood in A flat); hymns, 616, 639, 219. 6 p.m., Preacher, Rev. C. E. Darwent, M.A.; subject, "The wonders of God"; chant 26; hymns, 27, 544, 410, 69. 7 p.m., Holy Communion; hymns 481, 480.

Shanghai Free Christian Church.—The services in the above will be conducted as follows:—11 a.m. by Rev. Samuel M. Zwemer, D.D. Subject: "The Hireling"; 6 p.m. by Rev. Samuel M. Zwemer, D.D. Subject: "The Lord of Glory on the Cross."

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Ancient and Modern Necromancy, alias Mesmerism and Hypnotism, Denounced." Sunday School 10 a.m. Wednesday Evening 6 p.m. Reading Room No. 21 Nanking Rd. Room 71, daily 10.30 to 12.30.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

St. Paul's Church.—Shantung Road: Service for English-speaking Chinese at 5 p.m. Preacher: The Rev. C. J. F. Symons, M.A.

No. 10 Downing Street

The Working Home Of Lloyd George And His War Cabinet

By Robert Donald

(Editor Of The London Chronicle In The Outlook)

WITHOUT Act of Parliament or Order in Council the instrument of government in Great Britain has been revolutionised during the war. The War Cabinet works on a plan unknown to the Constitution and unlike any other Cabinet, although other democracies have adopted the Lloyd George system with variations. There is no statesman less tied to routine than the present Prime Minister, nor one more ready to adopt new methods. His Cabinet is not the result of profound study; it was created on the spur of the moment to meet a national emergency. Pedants sneered at it, conservatives of all parties predicted its failure; but the fact is that it has been in existence for over a year, and it has worked. The system has been justified and has long since settled down as a smooth working machine, providing elasticity of scope and facilities for rapid decision—essential in war.

The War Cabinet consists of six: Mr. Lloyd George, Premier and President; Mr. Bonar Law, Lord Curzon, Lord Milner, Mr. Barnes, and General Smuts. It is imperial and democratic in type and sentiment. Mr. Lloyd George represents the small and virile nationality of Wales. Mr. Bonar Law is a Canadian by birth and a Scotsman by race; he also stands for business, through which he graduated to politics. Lord Curzon is the English imperialist, with a profound knowledge of political history and an intimate acquaintance with Eastern peoples and problems. Lord Milner also represents the imperialist school, perhaps in a wider degree than Lord Curzon. Mr. Barnes is a Scotsman from Glasgow and stands for Labor. General Smuts is the most verstile member of the group; a South African Dutchman; a great soldier, distinguished alike in the South African War, where he fought to defend the rights of a small nationality, and in the present war, standing for the Empire and humanity against world military domination; a statesman who is still a member of the Unionist Government of South Africa; a scholar carrying high academic honors from Cambridge; and also a great lawyer. That he is found working in comradeship with Lord Milner is one of the happiest tributes to the unifying influences of the war.

Excepting Mr. Bonar Law, the members are occupied solely with their Cabinet duties. He is charged with other heavy responsibilities, being Leader of the House as well as Chancellor of the Exchequer.

How does this Cabinet system work? Unlike any other British Cabinet. To begin with, the Cabinet meets almost every morning at 11:30 and continues until 1:45. Sometimes it meets again in the afternoon. Eliminating Sunday, it may be said that there are meetings practically every day. Like a board of directors, the War Cabinet, which carries such vast responsibilities, has an agenda of business, consisting of twelve or more subjects for discussion at every meeting. Meetings are not confined, except on rare occasions, to members of the Cabinet. The personnel changes according to the subjects discussed. A question of food, for instance, as an item on the agenda would mean the presence, not only of the Food Controller, the Shipping Controller, and the President of the Board of Trade, but also of their respective experts. This system of having experts as well as Ministers at meetings is quite an innovation. An official who has made a suggestion or drawn up a memorandum would be present to stand cross-examination on his scheme; he would speak direct, instead of through his Ministerial chief. By this system all possible information is obtained, without the red tape of officialism, and decisions taken without delay. Investigations are not only thorough, but speedy.

The Cabinet has its own secretaries. They are a large staff, and work at the offices of the War Cabinet, 2 Whitehall Gardens. The chief secretaries attend the Cabinet meetings to make a record of the proceedings. The first secretary is Colonel Sir Maurice Hankey, who was formerly secretary to the Committee of Imperial Defense. An assistant secretary was until recently General Swinton, who was the first "eye-witness" to write reports from the front, before war correspondents were acknowledged. He is also known as the author of a wonderful book of war stories. "The Green Curve," written after his experiences in the South African War. Other assistant secretaries to the War Cabinet include Colonel Dally-Jones, Mr. Longhurst, Commander Row, and several others. The secretaries take their turn, as they are experts in different branches of the work. There are also two Parliamentary secretaries: Colonel Sir Mark Sykes, M.P., and Colonel Amery, M.P. They are not necessarily in attendance on the Cabinet; their function is to prepare official memoranda from all sources of intelligence and to present them for the information of the Cabinet.

Sir Mark Sykes is one of the greatest experts on Eastern questions. The secretaries of the War Cabinet draw up the agenda of business, keep the minutes of the proceedings, and see that the decisions arrived at are carried out. Complete minutes are circulated to members of the War Cabinet, and all portions of the record referring to particular Government departments are sent to the responsible Ministers.

There is another secretariat attached to the Prime Minister, and they occupy offices in temporary buildings in the garden of No. 10 Downing Street. There are five of these gentlemen: Mr. Philip Kerr, of "Round Table" fame, a man of great political knowledge and literary gifts; Professor Adams, Gladstone Professor of Political Institutions, Oxford, who has had a very brilliant academic career and who previously did valuable work at the Ministry of Munitions; Sir Joseph Davies, who specialises in labor questions; Mr. Waldorf Astor, M.P., an authority on medical matters and on the drink question; Mr. Cecil Harmsworth, M.P., who takes a particular interest in the food problem. The duty of these men is to act as an intelligence branch for the Prime Minister and also for the Cabinet. They take up special subjects for study and deal with them thoroughly.

Mr. Lloyd George also has his own private secretaries: Mr. J. P. Davies, Mr. William Sutherland, and Miss Frances Stevenson. Mr. Davies is occupied largely with matters of a personal kind; Mr. Sutherland, with those of public concern, dealing with communications of a public character which are addressed to the Prime Minister, and deciding whether they should be printed and circulated. Mr. Sutherland has had many years' experience of public administration. The work of Mr. Davies and Mr. Sutherland necessarily overlaps, but they have one thing in common—

(Continued on Page 11)

'Draft Everybody' Movement Grows In U. S.

On May 23, Reuter's brought from Washington the news that the Provost Marshal had ordered that all men of draft age engaged in a number of scheduled non-effective occupations must go into war work or go into the army after July 1. The list included waiters, lift-men and store clerks, and was to be extended according to requirements. It was believed that this plan would solve the war-labor problem and render conscription of labor unnecessary. In this connection the following discussion of the issue involved, from The New York Times Magazine of April 21, will be of timely interest:

Abraham Lincoln said this country could not remain half slave and half free. Around that issue the civil war was fought. In the present war, at its crisis, a somewhat similar issue is coming to the front. Senators and Congressmen at Washington are beginning to discuss it as one of the great questions of the day.

Can this war be won by the United States fighting on a basis half conscript, half voluntary?

There is conscription for the soldiers, but no conscription for those who must provide the supplies for the soldiers, nor any directing authority by the Government over civilian individuals. Secretary of War Baker, during the Congressional investigation in January, said: "We have available to be shipped to France 1,500,000 men if we had the transportation facilities." These men, or a part of them, granting that Mr. Baker spoke within the facts, might have held back the German drive. At least they would have been of great assistance to the Allies in the present emergency. But there is no conscription for the men who work in the shipyards.

The food conservation program is falling behind. Wheat grows scarcer. The food-saving administration rests, from the consumers' standpoint, practically on a voluntary basis. Householders who feel it their duty to observe wheatless days do so; there is no authority to restrain the selfishness of the slackers.

Another coal famine threatens, according to a report sent out by the Fuel Administrator. Such a shortage would gravely affect, either directly or indirectly, the flow of supplies to our soldiers in France. There is no Government authority over the men who work in the mines; the strongest appeal that can be made to them is the voluntary one, that they respond to the needs of the army and the country out of patriotism.

Shall the conscription be extended from the soldiers into the civilian population—in part or fully? This is the question that the German drive has forced into discussion at Washington and the foregoing are some of the reasons urged by the advocates of the necessity of an extension of conscription. They favor bringing the full man power of the United States to bear on the prosecution of the war.

Ex-President Taft, Senator Chamberlain, and others of prominence have said since the German drive that the United States ought to prepare to put 5,000,000 soldiers in France. How can the nation expect to do this in time, ask the advocates of extended conscription, if the civilian workers are left to do their part or to shirk their part as they elect? What right, they ask, has a workman to lay off for a day, idle, while the soldier fighting for him may not stop work when he chooses?

Ever since war was declared there have been strong advocates of a conscription policy that excepted no citizen able to work. They contended that the war could never be won on the present half voluntary basis. But in general these conscriptionists did not press their views on the attention of the public, because of rosy reports that the war-preparation program was speeding along on schedule time. When, with the opening of the present Congress, delays in the program became known, they began to voice their opinions more frequently. Since the German drive they have been speaking in the open, with stronger and stronger emphasis. They assert that the part of the war program depending on volunteer workers—that is, civilians—is behind; that the conscripted soldiers and the voluntary ship workers, munition workers, or others, cannot be built into an efficient system for the conduct of the war, and that the continuance of the present system, on its record of the last year, means assuming, the risk of losing the war.

Senator McCumber of North Dakota was the first public man to come out flatfooted for manhood conscription. His contention now is that events, both in the difficulties attending the attaining of full speed in the war program in this country and the situation today on the battle front in France, justify the position he took a few months ago in favor of wholesale conscription.

"I was a little ahead of the time, that is all," said the Senator in Washington last week. "More see it now, and many more will. It is important that we should see it. We ought to have manhood conscription in the United States at once, tomorrow. We ought to realise that the burden of fighting this war to a victorious end has fallen upon us. If the Allies fail, we may have to fight it alone, and we ought to prepare at once to put forth our utmost. We should face the facts; we have had too much of looking at this war from the optimistic side.

"We are now face to face with the supreme test of democracy. Can we, a self-governing people, consecrate our energies in a degree like that to which an autocratic-governed people yield at the command of a dictator? Can a self-governing people impose upon itself the labor, the sacrifice, the subserviency to the necessities of war which an autocratic Government can enforce by a mere word of command? If we cannot, I think we are in danger of losing this war. But I have faith that we, as a people, can and will make these sacrifices, every one needed, once the necessity is clearly established and the Government directs the course to be pursued.

"I believe the public in this country is already aroused to the point that it would support manhood conscription if it were required as a necessity to win the war. The public believes that every man should fully do his part, and that is what this would accomplish. The public today is exasperated because of the failure of some men to bear their part of the burden. We are so afraid of labor that we have not faced this issue squarely. I think that the vast majority of the men who do the actual labor—I do not refer to the leaders—are partiotic and believe that a man ought to perform all the service in him to help win this war.

"The public sees that the principle that every one should do his part is right. If it is right to take a man of draft age and compel him to fight, isn't it right to take his brother who remains at home and compel him to produce the supplies that the soldier brother needs? If the Government has the right to say to the soldier, 'You must fight whether you please or not,' it has a right to say to the man remaining at home, 'You work whether you please or not.' Even then, think how much greater is the sacrifice the soldier makes: He risks his life in a zone of constant danger, while the man at home works in a zone of absolute safety.

"Our soldiers are giving up their lives to protect us at home. Think of some of the contrasts we have to that. Millions in this country who are idling, living on others! I have made estimates based on the reports of the last census of those not engaged in gainful employments, and I am convinced there are 6,000,000 men in this country now, between the ages of 18 and 62, who are doing practically nothing and living off the rest of the community. Many are men who are supported by well-to-do parents. I believe the time has come when no man in this country who is able to work should be permitted to escape from doing his part in this war.

"Think of the contrast between the soldiers who are sacrificing their lives for us over there and the slacking that has been going on among some of the workmen here. The average stint of a riveter in a shipyard is about 400 rivets a day. In the report of the work done by a gang of twenty-five riveters, I find their average was fifty-one rivets a day. They draw pay of $11.10 a day each for driving a total of 1,277 rivets. It is asserted that, if they had done a normal fair day's work, they would have driven 10,000 rivets. At the standard piece-work rate their earnings would have been about one-fifth of what they received. I do not mean to blame all this on the riveters; lack of management or of organisation must be responsible to some extent. But think of such inefficiency when we are so sorely pressed for ships! Slacking in the shipyards has been worse than anywhere else, but conditions are now getting better there.

"There were forty-three strikes in this country between February 15 and March 11, and seventeen of these were strikes affecting ship construction. Think of that at a time like this! We have made an agreement, it is true, to prevent a recurrence of these strikes, but what law is there to prevent the breaking of the agreement? If those men were under Government control, as all men in this country should now be, the Government could say, 'We are paying you good wages; we expect you to do an honest day's work each day, and you are not going to strike on us.'

"Workmen in some classes are making such high wages now that they earn enough in three days to support them a week, and there are numerous lay-offs of three days a week, because the high pay makes it unnecessary for them to work all the time. A labor report in my possession on work in certain shipyards states that the labor, though liberally paid, is only 50 percent efficient. In one yard 18,000 were hired during 1917, and only 11,000 have returned to work after working a few days. This is one explanation why we have not turned out more ships.

"Under our present system we are not getting more than 60 percent of what our man power ought to produce. That lost power may cost us the war unless we change the system. On January 21, I introduced in the Senate and had referred to the Committee on Military Affairs a bill which provides for the use of all our manhood power on a fair basis, not aimed to reach workmen only or a few classes, but every man in the country between the ages of 21 and 62 years of age. It interferes with no employment or right to contract for labor, but it does subject the whole to the call of the Government, to perform such service in transportation, ship construction, and war supplies as the Government may require. It was not intended to interfere with present employment and the distribution of labor, except where necessary to promote efficiency in the conduct of the war. The great majority engaged in useful employments for which they are well fitted would remain just where they are; but, as the bill provided, there would rest over all the authority of the Government, just as it now rests over the soldiers. In effect, the bill would organise a reserve army of all the manhood of the country to sustain and to support our boys on the battle line.

"We have the resources in men and materials to win a glorious victory in this war. It is simply a question of the proper application of all our human energy to the problems that are before us. We have the energy, we have the resources upon which it can operate, and we have the intelligence properly to direct it. In what, then, are we lacking? Courage! Courage to do the right thing and to do it now. That is manhood conscription, to place upon every man the duty of doing his part.

"When this Government proposed the draft system for raising an army it was asserted by some persons prominent in public life that it would produce a revolution. No such fear was held by me; the draft system was so equitable that it appealed to the sense of fairness of the American people. They accepted it as a democratic way of raising an army and are proud of the way it has operated. So, when I introduced my bill, I found some of the people informing me that an attempt to do such a thing as the bill proposed would produce a revolution. But again I answer that there cannot be a revolution against an equitable, just demand. This Government, to carry out manhood conscription, says, 'We are in a desperate war. Our soldier boys are interposing their bodies and their lives between our people and the destruction of that freedom which every true man loves more than his life. Their sacrifices demand that you shall perform an honest day's labor in whatever field required to support and sustain your brothers at the front. We do not ask uncompensated service, but service earning a better and a higher remuneration than was ever received by you before.'

"Will any one say that this country has fallen so low that it would not respond to such an appeal? Whoever says it, I do not believe it. If I had such an opinion of the American people, I would welcome a revolution. If we are that kind of a people, God knows we are not worth saving.

"Such a law would not only be the most effective measure that could be passed, but the very justice of it would drown the protests of the leaders of any organisation who should attempt a mutiny against the war requirements of this country. We have the patriotic impulses; and in this crisis they grow stronger every hour. But, unfortunately in many instances those impulses have been misguided by those who are not satisfied with securing justice, but who advocate taking advantage of the situation for selfish purposes.

"To make dependable plans we need to know what our man power is. This registration, conducted just like the soldiers' draft, would provide that information by requiring answers to a set of question. It could be done in a day, or a few days, and then classified as soon as possible thereafter. We would then know where to get the men for any particular purpose. The registration and classification would show that there are hundreds of thousands of men, many of them young men, engaged in occupations that could be performed by women. If the call for man power demanded it, they could be shifted to where their country needed them.

"I have looked into that matter a little, both as to occupations from which men could be spared in wartime and as to occupations in which women could replace men. For instance, I find that there are in the United States 4,154 landscape gardeners, 18,476 greenhouse laborers, 1,740 male dressmakers and seamsters, 303,147 male clerks in stores, 17,395 actors, (possibly I should not include these, but in the dire necessity of the country the best actor in the world is the one who can produce for his country,) 27,511 elevator tenders, 39,488 laundry laborers, 13,750 footmen, (men who sit on the box beside the driver and carry the ponderous weight of a lady's visiting card to the porter standing at the door with a silver tray to receive it.) Add to this list other men servants totaling 112,366, and 113,239 waiters in restaurants, and there is a total of 651,806, taken from just ten occupations alone. We have more than 200,000 men serving as domestic servants and waiters, positions formerly held almost exclusively by women, and very properly so. To me a man is about as much out of place waiting on a table as a woman cleaning a livery stable.

"These men are not unpatriotic but, acting individually, they cannot change their occupations and environments. Organise them where they can be of most use and they will become a great power in helping to win the war. We should begin the reorganisation at once under the control that manhood conscription would provide. This is the solution of the problem of production. There is no labor shortage; it is simply the inadequacy of the present system that makes it appear that there is one. In some of the most important fields of production labor is only about 50 percent efficient; in some instances not even 25 percent efficient.

"We must recognise, on the one hand, that we have not sufficient shipping to convey our soldiers to the battle front, to support them there, and to supply our allies with necessary food and war material. We must recognise, on the other hand, that there are millions of able men in this country at this time who are nonproducers. Realising this situation, if we do not act to overcome it, are we not failing to support our allies and jeopardising the very lives of our soldiers at the front?"

Pertinent Paragaphs

A St. Louis German boasted he could whip twenty British soldiers. Another long-range gun.—*St. Louis Star.*

Perhaps the reason the Germans are taking their wounded to Belgium is to cheer them up by showing them how much better off they are than the Belgians.—*St. Louis Star.*

Another thing in favor of victory bread is the lack of inclination to overfill.—*Toledo Daily Blade.*

The Load

By Don C. Seitz

O bearer of burdens,
Where got ye your load
'Neath which you stumble
Along the highroad?

Groaning and cursing
The hardness of fate
'Gainst which you struggle
Both early and late.

Eyes on the ground,
Feet on the trail,
Treading and treading
Without avail.

Unloaded and loaded
Day after day,
No pause in lifting,
No time to play.

Came it from masters
Greedy for pelf?
Nay, no one gave it—
I found it myself!

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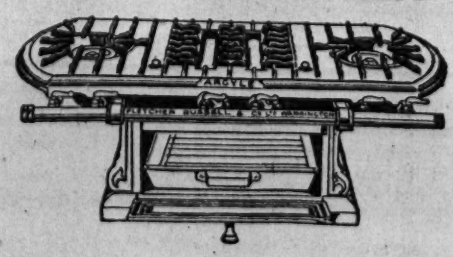

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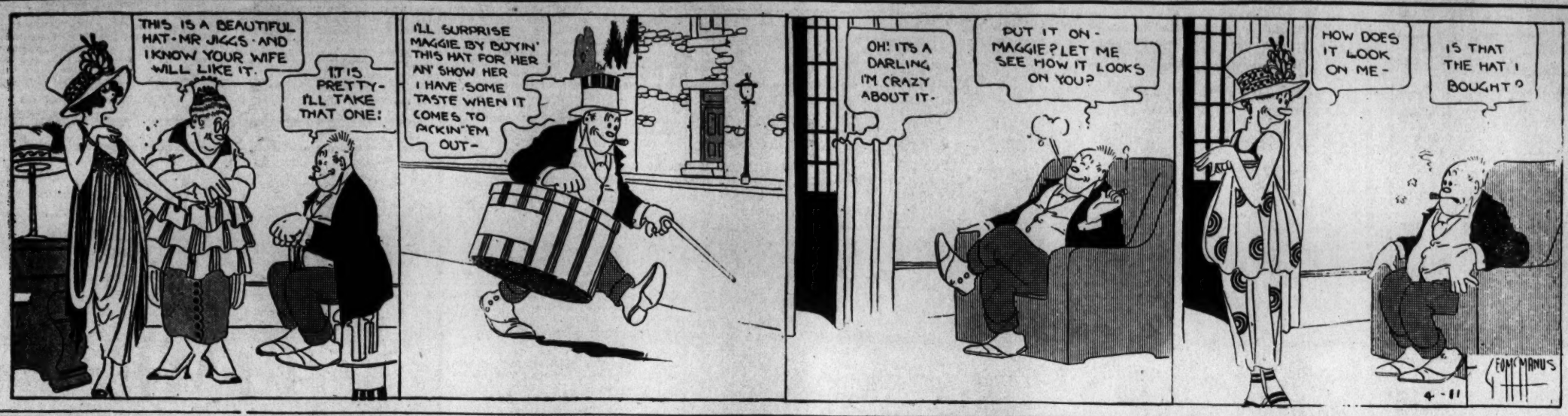
Bringing Up Father — By George McManus


THIS IS A BEAUTIFUL HAT-MR JIGGS-AND I KNOW YOUR WIFE WILL LIKE IT.
IT IS PRETTY- I'LL TAKE THAT ONE!
I'LL SURPRISE MAGGIE BY BUYIN' THIS HAT FOR HER AN' SHOW HER I HAVE SOME TASTE WHEN IT COMES TO PICKIN' 'EM OUT-
OH! IT'S A DARLING I'M CRAZY ABOUT IT-
PUT IT ON- MAGGIE? LET ME SEE HOW IT LOOKS ON YOU?
HOW DOES IT LOOK ON ME-
IS THAT THE HAT I BOUGHT?
GEO MCMANUS
4-11

Love, Home and Table Topics By Clever Writers — **Daily Home Magazine Page** — *A Good Page to Read in the Leisure Hour*

A New Soldiers Home

By Woods Hutchinson, A.M., M.D.

There has just been opened in New York City a new type of not Old Soldiers; but Young Soldiers' Home which the conditions of this war, render most useful and necessary. There are thousands of enlisted or drafted men, from out of town in New York every night, and as the slender army pay will hardly "run to" Waldorf Astoria or McAlpin prices of $3.00 to $5.00 per room it is necessary that clean, comfortable soldiers' hotels, or hostels as they call them in England, should be provided. Here any man in uniform can get a bed in dormitory or cubicle, like his camp-barracks, for 25c. to 35c. per night and camp meals served in a restaurant for ten and fifteen cents.

The old Earlington Hotel in 27th Street has been remodelled for this purpose and will accommodate a thousand men nightly and others will follow, as suggested in the name given the present one "Unit No. 5."

These army hotels have proved extremely useful in London and Paris and other great urban centers through which large streams of troops are constantly pouring.

They are arranged and maintained by a great variety of organisations, the various military authorities especially the Colonial, Canadians, Australians, New Zealanders, the churches, the Y.M.C.A., leagues headed by memebers of the royal family and great ladies, or by Chambers of Commerce, City guilds or Friendly Societies.

Many of them are grouped around or near the great railway stations, Charing Cross, Waterloo, Victoria, at which troops are constantly arriving from or departing for the front. But those farther away are supplied with great motor buses and carryalls which meet every troop-train.

The badged and uniformed conductors cordially greet the soldier on the arrival platform, ask where he wishes to go, whether he has friends in the city, what he would like to see in London or whether he is just crossing the city to journey or from another station. Smoothly and swiftly the great carryalls are filled and roll away to their various destinations and within half an hour or less the stranger from the other side of the world and the country lad from the home provinces both find themselves settled in comfortable quarters and welcomed among friends.

In the morning back come the busses again equipped as "rubber-neck wagons" ready to make a round of the sights of London, parties are made up for concerts, picture galleries, visits to places of historic interest.

Full information is supplied as to theaters, movies, "shows" and entertainments of all sorts at the desk of the hostels. Often smokers, private theatricals, moving pictures are given in the house itself and the hostel is made in every way a soldiers club and headquarters not only once but for every subsequent home-on-leave visit.

There is nothing in the least puritanic or stiff and official about the air of these hostels, but the men are almost as free as if at a public hotel or private club, all of them have canteens and some of them bars for the sale of light beers and wines. Many of them have branches in the suburbs or in other cities of both England and France, and not a few are under the same management as the Church, Y.M.C.A., and other "huts" in the various camps, so that wherever the soldier goes he finds himself possessed of club privileges and a local home.

There is room and a great field of usefulness for scores of such soldiers' clubs and hostels, not only in New York but in all the great cities of the United States which have training camps and cantonments in their near vicinity and it is sincerely to be hoped that "Unit No. 5" will score such a striking success as to be the fore-runner and pattern of hundreds of imitators.

In many places it will not be necessary that these Homes should supply beds or sleeping accommodations, but with club, social, religious and recreational facilities they will be of priceless value.

Few movements could well be imagined more timely or more vitally important for the welfare of both the nation and its soldiers than the recent splendid enterprises of the Knights of Columbus and of the Jewish League to provide a munificent and adequate endowment fund for a system of Soldiers' Homes both in our cantonments and in our camps abroad.

Next to good leadership and adequate supplies nothing steadies the nerves and improves the morale of the army more vitally and effectively than cheerfulness and contentment due to plenty of interesting mental occupation and intelligent recreation and amusements. Happiness is the sunshine of life and few dispositions and tempers can remain sweet and wholesome without a good supply of it.

The active regular duties of the soldier provide him with abundant occupation and with education, both physical and mental and the discipline of an army is a school of moral education and character building in itself. Yet there remains a wide field in the development and satisfying of his emotional, religious and social instincts and wants to be cared for by unofficial bodies and agencies. The way in which this want has been filled both abroad and at home by broad-minded, religious organisations, each representing informally some great group of affiliated creeds like the Y.M.C.A., the Knights of Columbus and the Hebrew Young Men's Association is beyond praise, as everyone who has seen them at work will testify. The field is so wide that there is little fear of over-crowding and the only rivalry between them is a generous emulation to offer to all our soldier boys regardless of creeds or religious preferences, the warmest of welcomes, and the most willing and sympathetic of help. This takes chiefly the practical form of the most and helpful of concerts, lectures and reading rooms, the most enjoyable and helpful of concerts, lectures, and night schools, with, of course, running all through as an undercurrent, the frequent, but unobtrusive, offering of broad, simple, religious services, sympathetic to all creeds, with the old familiar forms and hymns.

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(Continued from Page 10)

they both put in very long hours and have a very arduous time. Mr. Davies has charge of all the Prime Minister's private and secret papers —military, diplomatic, and political —and is a man of method who can find anything at any moment. The Prime Minister's strong point is not keeping documents, but storing the effect of them in his mind. He remembers what he wants, and Mr. Davies's duty is to produce it on the instant, which he does. He also accompanies the Prime Minister on his visits to the Continent, arranges for deputations and appointments, and attends to all Court matters. Numerous other duties come within the functions of this busy, quiet, pleasant, and ever-courteous private secretary. Miss Stevenson is in charge of the general correspondence, and is responsible for answering letters, except when they are dictated by the Prime Minister. The letters received by Mr. Lloyd George number about a thousand a day.

When one considers the high pressure at which all these secretaries work, it is surprising how former Prime Ministers got on without much assistance. In Mr. Asquith's time a good deal of the work which now goes to the Cabinet was dealt with by the War Council, which had its own secretariat, the Cabinet meeting only once a week or so. There was no agenda of business and no record of the proceedings. Like former Cabinets, Mr. Lloyd George's War Cabinet, although consisting of only six members, has numerous sub-committees, who take up particular subjects. These sub-committees may consist of one, two, or three members.

There is a striking contrast between the atmosphere at 10 Downing Street before and after the arrival of Mr. Lloyd George. Formerly the house was very sedate, dignified, and quiet. There was little movement and not many callers. Now the place is alive from morning to night. There are perpetual comings and goings, continual relays of visitors, meetings, and deputations. The Prime Minister lives in a whirl of movement. He creates work by his own ceaseless activity, his tireless energy, his rare good humor. His fertility of ideas are the constant wonder and admiration of his colleagues. He works harder than any other Minister and stands the strain better. This is partly due to his wonderful faculty of being able to sleep well. He frequently snatches forty winks during the afternoon when he is tired. He can go to sleep almost at will, and, after a few minutes' rest in this way, resumes work refreshed.

One of his chief characteristics is his capacity to grasp the essentials of a problem, however, novel to him or however obstruse. His alert mind seizes on the kernel of the problem with unerring intuition. He also has the power of rapid concentration; so much so that he will be found talking in an abstract way on one subject while he is thinking of another. His unfailing courtesy, sympathy, and good humor always make him a good listener, and it is rarely that he shows any signs of impatience. When his mind is made up, he acts quickly, and in war matters ruthlessly.

The Cabinet room serves as the Prime Minister's office and reception-room, as well as the meeting-place for Ministers, committees, and deputations. It is somber and dignified apartment, and just now the walls are almost completely covered with maps of the various theaters of war. There is a large solid table, with twenty or more solid chairs, two or three easy chairs, and a desk at one end of the room. These constitute the furniture. The Prime Minister sits at the middle of the table (with his back to the fire). When deputations are received, and they are numerous under existing conditions, the large table is removed and the room is filled with chairs. It is a strange example of shortsighted economy that the Prime Minister of Great Britain should have to carry on his business in this composite apartment, and frequently under harassing and inconvenient circumstances. It is a strange contrast with the magnificent palaces occupied by Prime Ministers in France and Italy, where there are a great series of reception-rooms, banqueting-rooms, and magnificent suites of offices.

Under the new régime at 10 Downing Street visitors are welcomed, the private secretaries are easily accessible, and frequently the Prime Minister himself. It depends entirely on the urgency of the business which brings the visitor. Democracy has arrived at Downing Street, and visitors who have any business in hand are permitted to walk straight through without being asked questions or attracting suspicion.

Mr. Lloyd George is continually at work. His breakfasts, luncheons, and dinners are all matters of business. Visitors whom he is unable to see during the day and whom he wishes to meet are invited to early breakfast or lunch. He occasionally goes to his residence at Walton Heath during the week; but he is at Downing Street next morning for 9:15 breakfast. On two days of the week he goes out to breakfast; at one house to meet his Liberal and Labor colleagues, and at another he meets his Conservative colleagues. During the weekend, which is now narrowed down to from Saturday afternoon till Monday morning, he devotes his time partly to reading official reports, discussing business with visitors, and handing out work to his secretaries. He is never alone, and he is never idle. He frequently returns to London for meetings on Saturday and Sunday. He has little time for general reading; he prefers the human book. His chief recreation is obtaining information from all and sundry. His physical exercise is now confined pretty well to an occasional walk in St. James's Park and a walk on Sunday morning. The only game which he practices is golf, and that only on rare occasions.

Unlike other Ministers, he does not play bridge or any indoor game, and he does not go in for social gathering unless they are concerned more or less with public affairs.

Perhaps what is equally remarkable in the Prime Minister's strenuous life is the stimulus which he gives to others. He inspires and enthuses all who come in contact with him. With all his hard work and heavy responsibilities, he maintains a cheerful disposition and remains a confirmed optimist.

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Wearing War Crosses Won In France, They Describe Hand-To-Hand Killing Of Huns

FINISH OFF 300 IN ONE RAID

Pershing Picks Fifty Men From Front Lines To Tell Home Folks Of War

New York, April 29.—General Pershing, commanding the American forces in France, realising the need for stirring the American people to an appreciation of the great war and the part being played by our soldiers, so that the stay-at-homes might be moved to make more generous subscriptions to the Liberty Loan, has just sent to this country fifty men who have taken part in actual fighting at the fornt. They represent all branches of the service, and in the group are men from practically every State of the Union. Three are from the old Sixty-ninth New York, six of the fifty wear the Croix de Guerre, and nearly all have been either wounded or gassed. The half-hundred men were selected not for their speaking abilities but for their valor, and it will be their mission to visit the large cities and talk for the Liberty Loan. They will not discuss the investment value of Government bonds, but they will tell in a simple way the story of the trenches and describe the sacrifices that the men in khaki are making in their supreme effort to win the war.

The fifty soldiers arrived here late Saturday night, and yesterday afternoon visited Liberty Loan headquarters at 120 Broadway, where they deposited their equipment after being photographed on the roof of the Equitable Building. Then they were led to the offices of the Publicity Department, where they told modestly of their experiences at the front.

Crosses For Men Of The 69th

The three men from the old "Fighting 69th" are Sergeant E. A. McNiff, Company C; Corporal M. H. Plant, Company D, and Private John E. McCormick. McNiff, before the war, was a clerk and lived at 554 Fifty-fifth Street, Brooklynite. Corporal Plant was a vaudeville actor and lived at 876 St. Nicholas Avenue, Manhattan. Private McCormick, also a clerk before he became a soldier, lived at 322 West Forty-seventh Street. All three won the Croix de Guerre for bravery under fire on March 20.

The men of the old 69th reached France on Nov. 10, and were sent immediately to a training camp in the Mons sector. There they remained until January, going through the hardest kind of physical training. As the French system of training men with the bayonet differs from the American, the men of the 69th practically had to unlearn everything they had been taught at Camp Mills. They took over the French trenches near Luneville in January, and things started to happen right away. Every day, according to the three soldiers, Fritz sent over a generous portion of bomb, shrapnel, and occasionally gas shells. There were casualties on the first day.

During the first week in March ninety French and American soldiers were chosen to train for a raiding party. There were fifty French privates commanded by four French officers and forty Americans commanded by two American officers. They went to a spot about ten miles behind the lines and put in two weeks of intensive training for the raid. Practice in running was the principal part of their exercises.

"We were kept on the jump all the time," said Corporal Plant, telling about the plans for the raid. "Of course, we knew just where we were going to strike and what we were to do when we got into the German first-line trenches. Our object was to bring back prisoners and get any information we could about the personnel of the units occupying the trenches opposite us.

"Of course we were all volunteers. Our zero hour was set for 7.40 in the evening. We had come into the trenches the night before, and had spent the day in the usual manner with a mild strafing from Fritz. I guess everybody felt sort of nervous during those last few minutes before our barrage opened up.

"It came at 7.37. Two hundred light and heavy pieces of artillery and 200 machine guns opened up on a space of 100 yards. We went over the top at 7.40, and immediately star shells began to shoot from Fritz's side 200 yards away. I don't know how long it took us to get over to Fritz's bailiwick. We sure did hop it.

Wire Not A Great Hindrance

"The damage there was something awful. The trenches were all torn to pieces, sixteen-foot holes were hollowed out. There was groaning and cursing all around us. I should have said before that we didn't have much trouble getting through the wire. A scouting party had been out the night before and cut into it pretty well, and our barrage did the rest.

"The Germans put a barrage right on their own front line trenches as soon as we got there. We found out later that about 400 men had occupied the area which we invaded. About 300 of these were killed by our barrage. Most of them were half buried in the ground. Bits of torn flesh and blood covered everything. The Germans kept sending star shell after star shell and it was as light as day. Sergeant McNiff and I fought side by side. We kept emptying our automatics into the struggling mass of men that tried to organise themselves into some sort of a defensive fighting unit.

"About fifty of the Germans had run away and there were about an equal number left to oppose us. These were reinforced by Prussian guardsmen, big, husky fellows, who will never give in and who die fighting. The rescuing party must have come up right through their own barrage, and right here I want to say that it is typical of the Germans to do just what those men did that night. Their gunners never slacked up on their front-line trenches, though they knew that their own men were clicking in with every round fired.

"We had intended to stay in No Man's Land and in the German trenches to get prisoners. The barrage that the enemy put down was so hot and kept up so long that it was five hours and a half after the time we went over the top before we got back to our own dugouts. During this time we crept from shellhole to shellhole and gained what little protection we could from the craters.

"I suppose that our entire stay in the trenches wasn't more than ten minutes. Four of our men were killed and two were wounded in the encounter. We were all pretty mad during those hours we waited out in the shell crater for the barrage to lift because we hadn't brought any Germans back with us.

"It was after 1 a.m. when we got back, and when the Lieutenant found that men were missing, there were calls for volunteers to go out back and get the wounded. Sergeant McNiff and I volunteered to go and we made three trips, at 5, and 6 o'clock. Three of the men we managed to bring back died later. In bringing them back we had to carry them from shellhole to shellhole and wait for the Germans' murderous fire to slacken."

Following the raid, McNiff and Plant were mentioned in the official despatches, and they received their war crosses only a few days before sailing for America.

McCormick's Day Of Thrills

Private McCormick had a thrilling twenty-four hours on the first day he entered the trenches, on March 7. He is 31 years old and was born in Ireland. It was only by persistent questioning that his story was obtained.

"We reached the trenches at 11 o'clock in the morning," he said. "The Germans knew we were new men. They could tell by the noise we made, I guess. At 11.30 they began a big bombardment of our trench. We had only a one-line trench at that point. When the bombardment started we went into a dugout. There were twenty-two men and one officer. We had not been there long when a big shell exploded above us and the whole dugout caved in. The officer and nineteen of the men were killed; only two Corporals, Helmar and Raymond, and I escaped. I was buried up to my neck in debris and unable to move. It was four and a half hours before they succeeded in digging us out. They started digging along the stairway that led down to the dugout. The stairway had forty-five steps, and it seemed a year before they got to us.

"After being dug out we had to remain in the trench, as the Germans kept up the cannonading, and we, with some twenty others who were in the trench near by, were cut off from headquarters in the rear."

McCormick said he stayed in the trench until near noon the next day, when it became imperative to get food for the man who were left. He volunteered to go through the bombardment with another private to bring it. The two started across, but the German shells came so fast that they had to lie down in a shellhole for two hours before they dared risk making it. Finally, during a short lull they made a dash and both reached a point where men of their regiment were waiting with food, expecting to bring it to them when the cannonading should die down. McCormick took a big can of stew, and a Lieutenant took a can of coffee and some bread, and they dashed back to the trench with it.

The head of the squad is Regimental Color Sergeant John J. Heffernan of Chicago, who has been in the regular army for twenty years. He said that in his opinion the war would be won in the air and by America, and that victory would not be attained by merely firing off ammunition. The German prisoners with whom he had talked told him that from their point of view the war was a war of capitalists and the military classes in Germany. "They look for America to end it finally with aviators," he said, adding that the prisoners had predicted that the close of the war would be followed by a revolution in Germany.

Fought From First Minute

Sergeant Heffernan said that Americans in the trenches had plenty to eat and plenty of ammunition. He explained that when the American troops first arrived on the other side it was planned to put them on a quiet sector, but that it did not remain quiet very long after the Americans entered. "Our boys," he said enthusiastically, "began fighting the first moment they could, and have been at it ever since. The Americans go into the fighting cheering and waving their hats. I have seen some troops of men going in as though they were going to ordinary work, but these were the veterans. The American boys dearly love a scrap, and go into it with the best heart in the world.

"I remember," continued the Sergeant, "how one detail was hauling ammunition to the front. We came to the point where we were told that we could not pass, as the Germans were shelling the road.

"'Well, boys, do we want to go over that road?' I asked.

"'We sure do,' they replied, and we went.

"All of the men driving the ammunition trucks began to cheer and wave their hats as we dashed up the hill and over the forbidden road. The French people in the town below were all in dugouts."

Heffernan took pride in talking about his fellow-soldiers. "We've got a very fine lot of boys over there," he remarked. "Charley Taft, ex-President Taft's son, is one of them. I have seen him under the hardest conditions acting like the real man that he is. He is a Sergeant Major."

The order to mobilise the fifty men was issued from General Pershing's headquarters on April 17. Sergeant Heffernan was at the front, near Verdun, when he first began gathering his men. Difficulties of transportation had to be overcome at a time when the railroad lines were taxed to their utmost. They came in box cars, on trucks, and by any means that would push them ahead. At one station, Sergeant Heffernan said, the men were denied permission to take a train until he informed the French officer in charge that the boys were coming to America to help the Liberty Loan. The officer's interest was aroused at once, and by separating the men into groups of three and four they were squeezed into cars to continue their journey.

The men carried their rations in baskets, and in the general scramble much of the food was lost and some of the men lost clothing. Sergeant Heffernan exhibited a bunch of railroad tickets which conductors never even asked for, and which he expects to keep as souvenirs.

Great Friends With The French

Heffernan was on duty in Washington in a choice berth, but when the United States entered the war he asked to be allowed to go to the front. He is in the Field Artillery. He spoke of the great friendship which exists between the America and French soldiers.

"The Germans," declared the Sergeant, "will hold out until we get airplanes in great numbers. The American aviators are the ones to do it. The fight must be carried into the air. Just now it is a case of firing off big guns and little guns. We can never win the war by firing guns.

"There are many unexploded shells in the French fields. The farmer who plows the fields after the war won't find his life worth anything."

Speaking of German prisoners, he said: "The last I saw in France were men captured from an airplane. It got to be the practice of the Germans to come down in an airplane away from our lines, get out, put on French uniforms, and then stroll through our lines. One day an order was given that every man in our vicinity had to have a pass.

"The Americans had always said that when they got the boches they would give them bad treatment, but as a matter of fact whenever we captured Germans we treated them with the utmost kindness. We even stole chow to feed them gave them tobacco and the best of everything we had. The officers we captured were always bullheaded and wouldn't give information, but the German privates were sick of the war and told us they wished they weren't in it. They look for it to end in revolution in Germany after America gets into the air, but they don't believe we are in it yet. Until they were captured and saw us they thought that we wouldn't get past the submarines."

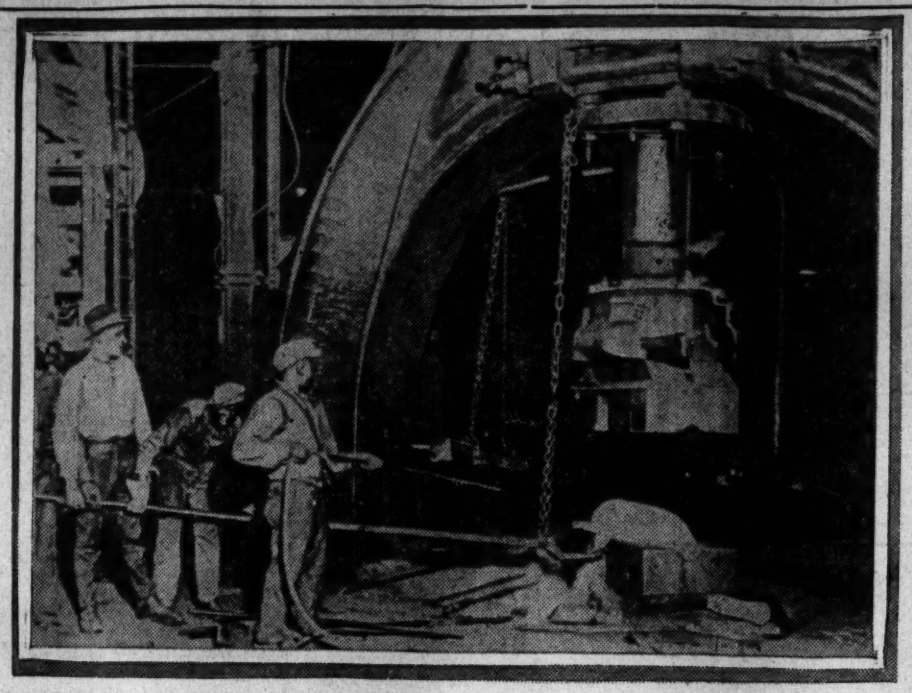
The story of how the Americans fired the first shot against the Germans on Oct. 23 was told by Corporal Osborn de Varilla, a nineteen-year-old lad from San Francisco, who fired it. The men of his unit took their places behind the town of Bathlemont on the night of Oct. 21. Under cover of darkness they pulled their 75s up a steep incline and planted them on a slope which had previously been carefully camouflaged with trees. The Germans did not know the Americans had taken over a part of the French sector. At 6 a.m. all was ready. The gun was placed and pointed. Captain I. R. McLendon and his gun crew were awaiting the word to fire. It came at nine minutes past 6, and one minute later eighteen pounds of shrapnel went screaming out across 4,100 yards of No Man's Land and into a German communicating trench in the first line.

Corporal de Varilla said the German gunners found their concealed battery about fifteen minutes after the Americans fired their first shot, and opened with heavy field pieces. Their aim was poor, he said, and the shots fell several hundred yards to the left.

On the morning of the 23rd there was no apparent activity behind the German lines. Through the gray of the early morning the Americans could see the snakelike demarkation of the enemy trenches as they wound

(Continued on Page 13)

American Foundries Making 14-Inch Shells For Guns In France



Placing the cap on a fourteen-inch shell in an American foundry for use by the American artillery in France.

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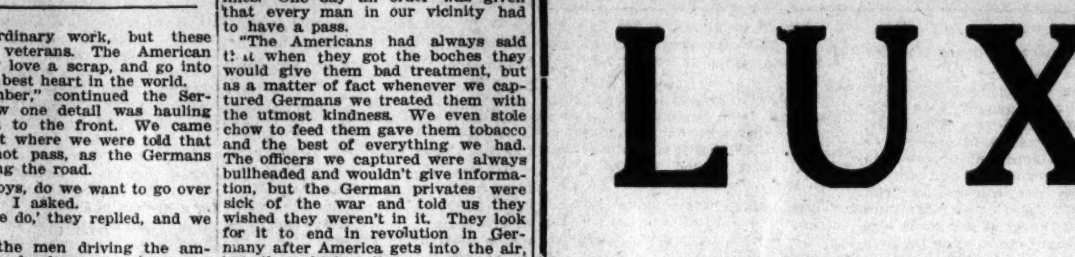

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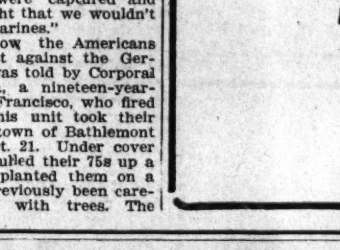

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GEN. FOCH'S STRATEGY IS TO WEAR DOWN FOE

No Need To Hasten Countermove, A French Military Authority Says

TIME AGAINST THE GERMANS

Desperate Attacks Attributed To Fear Of An Enlarged 'Army Of The West'

Paris, April 28.—A French officer who is certainly in a position to speak with some authority said to a New York Times representative today:

"I do not think that we may expect General Foch to take the initiative just yet. In my own opinion, and it is only an opinion, for I cannot in any way speak officially, there is no immediate necessity for him to take the initiative of the kind which we all hope and feel sure he will take sooner or later.

"At present both the British and French armies are very busy killing Germans, and killing them at a very satisfactory rate, indeed. This, of course, is our immediate object, and if the Germans are so obliging as to continue to give us the opportunities they have given during the last week, we shall be the last to raise objections.

"Do not make any mistake. We have the boche where we want him to be, and we have no doubt that we can keep him there a great deal longer than it will be healthy for him.

"There is no reason for any anxiety as to the present situation, none whatever. The best thing I can tell you to do is what Foch told Clemenceau nearly a month ago, and that was simply, 'Wait.'"

Expect No Early Change

This fairly sums up military opinion here. The allied game is to kill the boche and wait. It is difficult even to hint at any kind of prediction under present circumstances, but there is an opinion here among people whose ideas are worth listening to that the great struggle in Picardy and Flanders may continue under its present aspects for perhaps another three weeks before any striking change occurs in the situation.

This period will undoubtedly be marked by many hard knocks, but the allied forces are in a position to stand them. That they may give ground and probably will do so seems to be the general expectation. But so did the French at Verdun. It took the boche six long months under far more favorable circumstances to advance four miles from Douaumont until he was finally stopped before Fort Souville. The Amiens front is another Verdun with this difference, that Amiens is between nine and ten miles from the firing lines, whereas Douaumont was only six miles from the heart of Verdun town.

Germans Fight Against Time

Senator Beranger, in an article in his Journal Paris Midi, puts his finger on the real objective of the Germans in the present battle. It is not Amiens or Arras or even the Channel ports, he asserts.

"The Germans' real objective," he says, "is the western army of tomorrow, that is to say, the 2,000,000 Americans who will be amalgamated with 2,000,000 French, 2,000,000 British and, 2,000,000 Italians. When this amalgamation has been accomplished, when a new race of soldiers has been embodied under General Staffs created by this war, then the doom of the boche will begin to sound. Victory will come when all stand together in the line to exert their power to save their independence.

"It is to prevent this that the boche is today risking everything. It is to prevent this that he is smashing forward at the utmost speed to break us down before we have time to create this supreme combined army. Villages lost or won at this moment do not count. One thing that does count is the formation of this great army of the west, which will carry everything before it when America and Europe have placed everything they have into the common effort."

Americans In The First Line Trenches In France

American soldiers in the first line trenches watching the enemy. They are constantly taking over more of the line. Semi-official news is that 1,000,000 of them will be in France next month.

American Wounded Tell Of Big Battles

(Continued from Page 12)

around the little village of Bathlemont. The part of the sector the Americans occupied had been quiet for some time, but later Fritz took up his shooting with a vengeance.

Four Batteries In 100 Yards

There were four batteries of 75s of four guns each on a front of about 100 yards, where De Varilla was stationed. Six men manned each gun. They fired over a hill at the Germans, and the results of shots were reported by airplane observers or by men stationed on the crest of the hill in front of Bathlemont. The Corporal said the Americans served the guns for two weeks before going back to rest billets. They fired on the average sixty or seventy rounds a day, and the Germans replied with about as many shots.

On Oct. 30 and 31, according to De Varilla, the Germans made their first raid in that sector and captured nine men. The Corporal said it was after this raid the body of an American soldier was found out in front of the wire with his throat slit from ear to ear.

"I felt pretty good when that old shell went sailing out over the hill," said the Corporal, telling his experience. "The only thing we were all sore about was that we couldn't see where it hit, and had to take another man's word for it. It made it sort of an impersonal war. When the Germans began to fire back we got some real thrills. I didn't have time to think what it would mean if their gunners got the range, and I guess the other men felt about the same way. Nobody seemed to be nervous. All of us will be glad to go back again, but you can just bet that we will enjoy every minute we are on leave."

Another member of the party is Homer Whited of Bessemer, Ala., and he, too, wears a French war cross. It was awarded to him for the part he took in the raid which resulted in the capture of Germans by American troops without the assistance of any of the allied forces.

"We had got into the front trenches at Ancerville on the Lorraine front on Feb. 17," he said. "On the evening of March 5 the snow fell for some time, covering the ground about four inches. Therefore, when along about 11 o'clock at night Sergeant Vanner, another Alabaman, asked me to accompany him and three other fellows from my State who were carrying a message from one sector to another. I did not feel like turning out. However, they 'kidded' me until I agreed to go along. The other Alabamans in the party were Sergeant West and Corporals E. H. Freeman Amos Tesky.

"We had to pass through five gates between the point from which we started and that for which we were headed. As we were let through the last of these Sergeant Hall ordered me to get a couple of hand grenades. I misunderstood the order, and thought he said 'See if there is any one between us and the gate.' When I reported and he found out the mistake I had made, he insisted that I go back and get the grenades anyway.

"It was a mighty good thing he did, as the result showed, although we had not the slightest thought of encountering any of the enemy. But at a traverse we thought we heard voices, and Hall challenged. Receiving no answer, he fired. In the flash we saw that a party of Germans six times as large as our own was upon us.

'Give 'Em The Grenades.'

"'Give 'em the grenades, Homer,' yelled Hall. I gave them all right, and the next minute two big Heinies are beating it for me with their hands up yelling 'Kamerad.' I shoved them behind me as I see five more coming at us over the lip of the trench. I emptied five cartridges into them, and they came no further. At the same instant I see one of the prisoners coming for me. He had got wise to the fact that my gun was empty. There was nothing for it but to give him the butt, so he got that till he couldn't yell 'Kamerad' any more.

"When the little tea party was all over there were nine dead Germans, and we were able to go back with two prisoners. They told our officers of the Forty-second Division that there was a party of 180 that would soon raid the American trenches. We got ready for them, but they never came."

Keeping his gun going for several minutes after the rest of the battery had ceased firing and clearing out the debris before his gun pit, while a terrific bombardment from the German artillery was in progress, won the Croix de Guerre for Sergeant Joseph Petresh. He was asleep in his dugout when the bombardment began. The gas alarm was given and the gun crew soon was up and in gas masks. Three men were kept at the gun all the time. Orders were received to start a barrage, and heavy firing began. The field piece was soon almost out of use, but Sergeant Petresh and his men kept it going, although they thought every minute it was going to blow up. Six times Petresh had to go out and clear away the debris before the gunpit. Explosions occurred within from five to ten yards of him with great frequency, but he stuck to his job. There came a time when the other guns in the battery ceased firing, but Sergeant Petresh kept his gun going. For a time he thought the other guns had blown up, remembering the condition of his own piece. One of his men was wounded by the Germans. The spokes of one gun-carriage wheel were blown away and the shield was riddled with shrapnel. The front clip was blown off, and Sergeant Petresh still has it as a souvenir.

The Sergeant at last determined to cross over to the other guns and see whether or not they had blown up. Reaching them he discovered that they had received orders to cease firing. He went back and silenced his own gun. It took the gun crew—there were only four of them where seven are actually required—a whole day to clean up the gun pit and set things right again.

Eight days later Sergeant Petresh was gassed, and it was while he was in the hospital recovering that he received the Croix de Guerre. Sergeant Petresh is now in New York and will expend his energies in boasting the Third Liberty Loan.

Zody Wounded And Gassed

Harry Zody, another member of the party, is a young chap who did some speechmaking for the Second Liberty Loan last October. At that time he little thought that the Third Liberty Loan would find him wounded and gassed. He spoke enthusiastically about his work in the trenches, and he left it to a comrade to divulge the fact that he carried a piece of shrapnel in his leg.

Zody is a Hollander who had been in America only six months when he undertook to speak for the Second Liberty Loan, and in his tour accompanied Governor Whitman, Mrs. McAdoo, and Sergeant Empey.

"I just fell in love with America from the first," he said, "and so I thought the quickest way to become an American citizen was to go and fight for the United States. Now, I feel that I can tell people to buy bonds with added authority."

PROFESSORS ASSAIL BERLIN

German-Born In United States Pledge Support To America In War

Boston, April 27.—Condemnation of the German Government's part in provoking or permitting the present world conflict and firm adherence to the ends for which the United States entered the war are set forth in a declaration of principles by members of American college and university Faculties, who are of German birth, made public today by E. C. Wilm, Professor of Philosophy of the College of Liberal Arts of Boston University.

Eighteen college professors who signed the document pledged unalterable loyalty, material support, and influence until the objects for which America took up arms had been attained. German-American citizens were urged to support the American cause.

The declaration as given out by Professor Wilm follows:

"At this, the first anniversary month of America's entrance into the world war, and after the ideals and the aims of the war have been clarified and matured by a year's earnest discussion and stern practical endeavor, it seems fitting that Americans of German descent should state their convictions and sentiments on the great issues involved in the world conflict. Therefore, we, the undersigned, persons of German birth and members of American college and university Faculties, hereby make the following declaration of principles, the support of which we urge upon our German-American fellow-citizens everywhere:

"We view with abhorrence and condemn without reservation the part which the German Imperial Government had in provoking or permitting the present world conflict; we disavow and disown the doctrine, subversive of international security and future peace, that international covenants may be set aside whenever it is to the interest of any nation to do so; and we condemn unqualifiedly, as unworthy of the German nation, the various acts of violence in disregard of such covenants. Finally, we express our firm adherence to the political principles and ends for which the United States has entered the war, the vindication of international right, the self-determination of nations, the discrediting of militaristic and imperialistic, and the substitution therefor of liberal and democratic ideals and principles of government, and we pledge our unalterable loyalty, our material support, and our influence until these ends shall have been attained."

The statement was signed by R. Gerhard Albrecht, Western Reserve University; H. C. G. Brandt, Hamilton College; Frederick Carl Eiselen, Northwestern University; E. A. Fath, Redfield College; B. B. Fernow, University of Toronto; Laurence Fossler, University of Nebraska; Otto Heller, Washington University; Carl A. Krause, New York University; Berthold Laufer, Field Museum of Natural History; Moritz Levi, University of Michigan; Ernest G. Lorenzen, Yale University; Max F. Meyer, University of Missouri; Otto Manthey-Zorn, Amherst College; Ismar J. Peritz, Syracuse University; G. F. L. Raschen, University of Pittsburgh; E. J. Wilczynski, University of Chicago; E. C. Wilm, Boston University, and James H. Worman, University of Vermont.

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Report And Accounts

The Committee has pleasure in presenting the accompanying accounts for the year ended February 16, 1918, together with a report on the work performed by the Association, and a few explanatory notes which may be of service to intending subscribers.

The Association was formed with the object of affording all residents in the Far East an opportunity of identifying themselves with a movement that had already attained phenomonal success in Great Britain and the Colonies. The necessity for every member of the British Empire giving or lending his money to the cause of the Allies is so self-evident as to hardly need emphasis. It must be remembered, however, that the clerical labor involved in handling the accounts of innumerable small investors, scattered all over the world, is so immense, that if it had to be performed by one Central Organisation, it would involve the retention of a large number of men who are urgently needed in the trenches. So vital indeed became the need for the decentralisation of clerical labor, that the Treasury appointed a National War Savings Committee to promote the formation of Savings Associations throughout the Empire. These Associations are performing work which would otherwise have had to be undertaken by the Government. In other words, every active member of a War Savings Association, is not only helping the Government to finance the war, but is also directly assisting to increase the number of men available for the firing line.

The first subscription list of the Shanghai War Savings Association was opened in the month of September, 1916, and resulted in £942 being collected from 120 members. In the following month Hankow joined the movement, and this example was promptly followed by other Treaty Ports in China. November saw the inclusion of Japan, and the title of the Association was then amended to embrace both China and Japan. The great success achieved by the China and Japan War Savings Association stimulated the formation of similar Associations in the south. The War Loan Trust of Malaya was inaugurated in November, 1916, followed some months later by the Hongkong and South China Association, and the Canton Association.

At all times it has been the Association's endeavor to foster and bring home to the community the need for sustained effort in the form of monthly contributions to War Savings. Every effort is made during the first ten days of each month to stimulate public interest by articles in the local press, advertisements and leaflets. Members can materially assist in this advertising campaign by making it their business to bring the scheme before the notice of any of their friends who are not already subscribers.

The first general meeting of the Association was held at the Palace Hotel on November 29, 1916, when the Chairman, Sir E. D. H. Fraser, K.C.M.G., laid particular emphasis on the value of the propaganda carried on by the Association. Following this lead a meeting of representative Chinese was held in Messrs. Maitland and Co.'s Auction Room on February 20, 1917, when speeches were made and interpreted into Chinese. Mr. Chu Pao-san (Chairman of the Chinese Chamber of Commerce) in responding to the speeches, promised to do all he could to obtain Chinese support for the Association. In order to further encourage Chinese subscribers, copies of the rules, pamphlet and advertisements were translated into the vernacular and distributed. It is a pleasure to be able to add that the Chinese subscribers secured by this campaign have been consistently regular in their support.

The date for winding up the Association (February 16, 1920) was based on the 6% issue of Exchequer Bonds, and, while it was realised that this issue would have a comparatively short history, yet the necessity for restricting the life of the Association to a definite number of years was so vital, as to justify a risk being run of other suitable securities being available when the 6% (1920) Exchequer Bonds were suspended. The complications that have arisen since the withdrawal of the 6% Bonds have caused the Committee some anxiety, but have been successfully overcome as they have arisen, by investment in the following securities—

(1) 6% Straits Settlements (1919) War Loan Bonds, repayable at par on November 16, 1919.

(2) 5% (1919-1922) Exchequer Bonds, repayable at par at the option of the purchaser on October 1, 1919 or April 1, 1922.

(3) 5% (1922) National War Bonds, repayable on October 1, 1922, at a premium of 2 percent.

It will be seen that all the securities held by the Association, with the exception of National War Bonds, are repayable by the British Government on or before the date fixed for winding up the Association. The premium attached to the maturing of National War Bonds is obviously intended by the Government to maintain the security on the market at, or over, its par value. For this reason the Committee does not anticipate any difficulty in finding the cash necessary to repay such members who elect this form of reinbursement. It is, however, anticipated that the larger subscribers will prefer to receive repayment in kind, and for this purpose the holding of National War Bonds will prove extremely useful.

The successful running of an organisation of this magnitude, which now numbers over 3,000 members, and has lent over half a million pounds sterling to the British Government, has only been rendered possible by the very loyal support received from a large number of honorary workers in Shanghai, the Treaty Ports of China, and in Japan. The Committee takes this opportunity of recording its high sense of appreciation of the disinterested services rendered by these gentlemen. The Committee also wishes to acknowledge its indebtedness to the local press; to the Shanghai Electric Construction Co., and the Hongs that have kindly placed their advertising spaces at its disposal, and to others who have in other directions rendered valuable assistance to the Association.

Despite the fact that the whole of the clerical work is performed by volunteers, and that the necessary advertising costs the Association practically nothing, there are nevertheless many other expenses which have to be defrayed. The original idea of the Committee was to apply the fees received from the sale of pass books, etc., against these expenses, but this proposal was abandoned in favor of accepting the offer of 25 public spirited members, to guarantee all the expenses that the Association might incur. This arrangement enables all the fees received by the Association to be invested for the benefit of members, and further provides for every dollar subscribed by members, being credited their accounts, without any deduction whatsoever. Satisfactory as this arrangement undoubtedly is to the general body of subscribers, the continued growth of the Association renders it somewhat inequitable to the guarantors. The Committee has therefore decided, to, as far as possible, relieve the guarantors from any further calls, by taking advantage of opportunities that occur from time to time to build up a fund out of which the expenses will in future be defrayed. Should there be any balance at credit of this fund on the winding up of the Association, the Committee proposes to first refund the guarantors such sums as they have contributed, and to then hand the balance to H.B.M. Consul-General to be devoted to any purpose that he may in his discretion direct.

At this critical stage of the European War the Committee confidently appeals to all members of the Association to cut down their expenditure to the bone, to save and continue to save every dollar except that which is essential to health and efficiency, and to invest what they save each month in National War Bonds, either through the Banks or through the medium of the Association. It is impossible to over-emphasise the importance of individual effort. The Association offers every resident in the Far East, no matter what his station in life, an opportunity for taking a small part in the titanic struggle which is now entering upon its last and most critical stage.

Committees

During the financial year under review the following meetings have been held:—

General Committee	6
Finance Committee	7
Publicity Committee	2

General Committee.—No change has taken place in the personnel of the General Committee.

Finance Committee.—In April, 1917, Mr. S. B. Neill resigned his seat on the Finance Committee and also his post of Honorary Actuary. The vacancy on the Committee thus created was filled by Mr. E. I. Ezra, and the number of the Committee was increased to four by the inclusion of Mr. R. N. Truman.

Publicity Committee.—Mr. W. L. Gerrard accepted a seat on the Publicity Committee in December last, the number of the Committee being thus increased to four.

Statistics

The following figures give the monthly membership and subscriptions of the Association for the period September, 1916—April, 1918:—

Month.	Membership. China	Japan	Total	Subscription. £	s.	d.
1916.						
Sept.	120	—	120	942	2	10
Oct.	202	—	202	2,030	9	6
Nov.	344	80	424	6,889	16	1
Dec.	526	181	707	11,147	2	5
1917.						
Jan.	618	260	878	21,609	15	5
Feb.	736	329	1,065	23,508	2	7
March	1,063	413	1,476	32,215	0	7
April	1,222	467	1,690	29,126	7	0
May	1,372	500	1,872	43,139	0	11
June	1,512	511	2,023	31,123	11	10
July	1,602	531	2,133	35,119	3	4
Aug.	1,768	548	2,316	44,112	18	2
Sept.	1,886	564	2,440	39,642	1	0
Oct.	1,936	566	2,502	28,131	6	1
Nov.	1,972	581	2,553	20,669	10	4
Dec.	2,021	592	2,613	31,162	15	11
1918.						
Jan.	2,105	612	2,717	30,068	7	4
Feb.	2,198	625	2,823	26,615	10	11
Mar.	2,287	644	2,931	26,115	13	0
April	2,349	668	3,017	26,674	11	5
Add—Interest credited members Sept., 1916 to Nov. 10, 1917.....				9,501	16	5
Grand Total'				£519,534	3	1

Explanatory Notes

Subscriptions.—Subscriptions may be of any amount provided they are in multiples of $5 or Tls. 5. A member may vary his subscription from month to month, and may even discontinue subscribing, without in any way prejudicing his right to share in the final distribution of the assets of the Association. The aggregate monthly subscriptions, without any deduction whatsoever, are wired to London and invested in securities issued by the British Government for the purpose of financing the war. No contributor need be deterred by doubts as to the smallness of his subscription, or fears of not being able to continue, once he has begun to subscribe. Unless a member fixes his own exchange (as provided under the next heading) subscriptions are converted into sterling, and credited members' accounts, at the rate obtained for the monthly wire, which is usually sent off on the 11th of each month. Subscriptions should be sent in between the 1st and 10th of the month, and can be in the form of notes, compradore orders or cheques, which should be made payable to the Association.

Arrangements have recently been concluded with the Hongkong and Shanghai Bank for forwarding sterling cheques and drafts for collection and credit to the Association's account in London. Subscriptions in this form will carry interest from the 10th of the month following that in which notice is received from London that the amounts have been credited the Association's account. Neither the Association nor the Bank can accept any responsibility for the safe arrival of the documents in London.

Exchange.—Members are at liberty to fix their own exchange, subject to the following conditions:—

(a) Contracts must be for telegraphic transfer, and must be made with the Bankers of the Association —The Hongkong and Shanghai Banking Corporation.

(b) Contracts, accompanied by cheques, must be forwarded to the Hon. Treasurer not later than the eighth of the month.

Method of Acknowledgement.—No individual receipts are given. Each member is allotted a distinctive number against which his subscription is acknowledged in the public press.

Interest.—Interest is re-invested by the Association as soon as possible after its receipt, The individual accounts of members are credited with interest half-yearly according to the proportion that their subscriptions have assisted to earn the income of the Association.

Income Tax.—The Income Tax question has been definitely settled. The Association being composed of investors who are not ordinarily resident in the United Kingdom, receives its interest free of Tax.

Pass Books.—Members who desire a record of the position of their accounts from month to month are recommended to obtain a Pass Book, the fee for which is $2.

Half-yearly Statements.—On May 31 and November 30 of each year members are supplied with an audited statement showing the sterling amount at credit of their accounts.

Fees.—The rules of the Association provide for the imposition of the following schedule of fees:

For the issue of a Pass Book.....	$2
For the issue of a Certificate	2
For registration of Transfers ...	1

Receipts obtained from this source, together with interest earned on current accounts, form part of the funds of the Association, and are invested for the benefit of members. The total receipts under this heading on February 16, 1918, amounted to £499 16s. 6d.

Repayment.—The assets of the Association will be divided among members as soon as practicable after February 16, 1920, in the proportion the sterling amounts at credit of their accounts bears to the sum available for distribution. Members will have the option of repayment in cash or in bonds.

Certificates.—Any member wishing to transfer his interest in the Association is entitled to a Certificate stating the total amount in sterling standing to his credit. These Certificates (for which a fee of $2 is charged) are transferable in the same manner as Share Certificates issued by local Companies, and the members of the Shanghai Stock Exchange have very kindly consented to negotiate transfers free of charge.

Branches

New branches can be formed anywhere to meet the convenience of up-country residents, and full details will be gladly given to any member who is prepared to support the Association in its work of obtaining funds for the Allied Cause.

Finance and Accounts

The Association securities are all in the form of bearer bonds, and are held by the Hongkong and Shanghai Banking Corporation, in London and Singapore, for account of the Association. Under a ruling of the Finance Committee dated December 28, 1916, the signatures of two members of the Committee are necessary for the transfer or disposal of securities, and the operation of the Association's current accounts.

The re-investment of interest to the best advantage was a problem that received the very careful consideration of the Committee, and has been satisfactorily solved by an arrangement with the Hongkong and Shanghai Banking Corporation under which overdraft facilities in London and Singapore have been granted the Association. These facilities enable the Association to keep an additional supply of bonds constantly on hand, to cover, not only the re-investment of interest as it falls due, but also any temporary suspension of the issue of short dated securities. The interest charged by the Bank, both in London and Singapore, is the rate carried by the securities against which the overdraft is granted, with a proviso in the case of the London Branch that the rate shall not be less than the Bank of England rate of discount.

Following the policy of the Committee, embodied in the covering letter to the 1917 Balance Sheet, the Association's holding in Straits Settlements War Loan Bonds are this year valued at 2/3½, this being the rate ruling for telegraphic transfer between the Straits and London on the date of the accounts. The difference between this rate and the exchange adopted for the conversion of Straits dollar to sterling in members' accounts (2/4) is debited to Exchange Suspense Account, which also bears a difference in exchange of £217 arising from complications occasioned by the suspension of the 1920 issue of Exchequer Bonds in January 1917.

Far Eastern Tank Week Campaign

A "Tank Week" campaign for stimulating investment in British National War Bonds, either directly through the Banks, or indirectly through the Association, was inaugurated in Shanghai on the eve of going to press with this Report. So important has been the initial success of this movement, that steps have been taken to spread the campaign throughout the length and breadth of the Far East. It is proposed to embody the history of this campaign in a special pamphlet.

Balance Sheet

Liabilities.	£	s.	d.
Members'—			
Subscriptions	456,746.	5.	0
Interest to November 10, 1917	9,501.	16.	5
	£466,248.	1.	5
Overdrafts at Hongkong and Shanghai Banking Corporation—			
London	45,853.	13.	1
Singapore S. $293,-605.10 at Ex. 2/3½	34,177.	9.	5
	£80,031.	2.	6
Interest Earned	15,807.	3.	7
Less—Transferred to Members' Accounts	9,501.	16.	5
	£6,305.	7.	2
Receipts from Sale of Pass Books, etc. ...	499.	16.	6
	£553,084.	7.	7

Balance Sheet

Assets.	£	s.	d.
Investment—			
5% (1919) Exchequer Bonds	1,000.	0.	0
6% (1920) Exchequer Bonds	20,100.	0.	0
6% Straits Settlements (1919) War Loan Bonds $ $2,932,-400 at Ex. 2/3½.	341,349.	13.	9
5% (1919-1922) Exchequer Bonds ...	50,700.	0.	0
5% (1922) National War Bonds	122,500.	0.	0
	£545,649.	13.	9
Interest Accrued due ...	6,530.	4.	1
Exchange Suspense Account	904.	9.	9
	£553,084.	7.	7

G. H. and N. Thomson,
Chartered Accountants, Hon. Auditors.

Note.—Exchange calculations have been made at the rates ruling on February 16, 1918.

E. F. Goodale, A.C.A.
Hon. Secretary and Treasurer.

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Piece Goods and Yarn

Messrs. Ilbert and Co. write as follows in their report for week ending May 31.

Piece Goods

There is little of interest to comment upon in the past week's business except to record a gradual hardening of prices under the influence of a steadily improving demand which, however, at the close of the week shows signs of falling off. Buyers still limit themselves to filling their immediate requirements and hence the volume of business done is insignificant, but it is satisfactory, as far as it goes, that cloth is actually going into concumption even in small quantities, as contrasted with recent movements in the market which ultimately proved to have been only speculative transactions between local dealers.

Most of the present demand, such as it is, comes from Hankow where stocks are reported to be reduced to a minimum, and a little buying is also going on for Newchang and Tsingtau. On the other hand reports from Tientsin are somewhat gloomy, the daily off-take from stock being almost negligible.

Grey Shirtings, 8¼ lbs.—A small demand from Yangtsze ports has resulted in sales of the following:—Pighead at Tls. 5.50, Soldier at Tls. 5.45, and Three Men at Tls. 4.80. Prices were easier on the whole at auction.

9 lbs. to 11 lbs.—Prices remain quite steady though business is of small dimensions being restricted to the following:—Pighead at Tls. 6.75 Bamboo Tree at Tls. 6.75, and Man and Umbrella at Tls. 5.75. 10 lbs. were easier at auction but the heavy cloths were steady.

12 lbs. 36 inches.—A few small transactions are made public in Soldier A. A. at Tls. 6.75 and Man and Arrow at Tls. 6.10. Auction prices were rather lower on the whole.

Jeans.—We hear of sales in Eagle and Globe at Tls. 6.00 and Gold Dollar at Tls. 4.90.

White Shirtings.—Demand from Hankow has instilled more life into the market, and prices are firm with the following business reported:—Buffalo and Boy at Tls. 8.50, Gold Nine Stags at Tls. 8.50, Flower No. 1 at Tls. 8.45, Monkey at Tls. 8.30, Theater at Tls. 8.25, Cash at Tls. 7.85 and Peacock at Tls. 7.75. Prices for auction chops were in and out.

Dyed and Fancy Cottons.—There has been a rather better demand all round and while better prices have been paid for private chops, the reverse is the case with the auction goods.

Cotton.—Previous speculators in local cotton are commencing to realise, thereby causing a weakening tendency during the earlier part of the week for all grades, more especially Ningpo Cotton. At the close our market is still weak, in spite of the recent reported rise of American cotton. Quotations today are:—Tungchow Tls. 38.50 to Tls. 35.00, Steamed Ginned at Tls. 35.00 to Tls. 34½, Ordinary Shanghai at Tls. 35.50 to Tls. 35.00, and Ningpo Cotton at Tls. 34.00 to Tls. 32.50.

A recent cable through Reuter's Agency gives the Liverpool quotations as follows:—Good Middling American at 22.70d. Egyptian Sakellaridis at 29.14d. and F. M. G. Bengal at 17.10d.

Local Yarn.—The state of unrest throughout the upper reaches of the Yangtsze has had a marked effect upon the deliveries of yarn for 1918 up to date, the comparative figures with those of last year being:

	1918	1917
	pcls.	pcls.
Bombay	100,321	237,004
Japanese	80,673	97,385
Shanghai	271,491	390,398
	452,485	724,777
say Bales ...	150,828	Bales 241,592

It is reported that stocks up country are by no means heavy. If this is not unnatural to assume that when internal troubles cease, our market should improve.

A few sales are reported this week in the following chops:

12's—100 Bales Three Tiger at Tls. 138.00, 250 Bales Teenkwan at Tls. 137.00.

14's—100 Bales Anchor at Tls. 140.00, 200 Bales Four Hee at Tls. 142.50.

20's—300 Bales Five Men at Tls. 160.00, 200 Bales Man and Goats at Tls. 159.00.

Indian Yarn.—We have no business to report under this heading.

Japanese Yarn.—Values have declined about four to five taels per bale, business having been done as follows:

No. 16s:—300 Bales Woman at Tls. 148.50, 200 Bales Three Horses at Tls. 148.25 and 300 Bales Standing Horse at Tls. 148.50.

No. 20:—500 Bales Man and Fish at Tls. 157.00.

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending May 31:

White Silk.—Further business has been booked for America at Tls. 5 advance, while for Europe Best grade Filatures have open at Tls. 625 against closing price of Tls. 610 for old stock.

Tsatlee Filatures.—Pegasus, 1 and 2, Tls. 620 av. Buffalo, A. B. Tls. 620 av. Black Horse, 1, 2, Tls. 615 av.

Tsatlee New Style.—M. H. Y. Blue Dragon and Feima Ex. 1, 2, Tls. 670 av. Red and Blue Elephant Ex. 1, 2, Tls. 650 av.

Steam Filatures have been in some demand at further advance.

Siccawei Weather Reports

31.—Overcast or very cloudy weather slowly improving in our regions. Rain in Kiangsi, Chekaing and Fukien. The depressions of Chihli and Kiangsu move away E N E wards; the cyclone of the Eastern Sea seems to have reached SW Japan before noon.

June 1.—Cloudy and misty weather. Barometer slowly rising.

Saturday, June 1, 1918.

Weather	4 A.M.	9 A.M.
Bar. at Centg., mm...	757.75	759.23
Bar. at Centg., inches.	29.83	29.89
Variation for mm 12h	†5.78	†4.48
Variation for mm 24h	†2.21	†1.52
Wind—Direction	E	S
Wind—Kilom per hour	10	25
Wind—Miles	6.2	15.5
Temperature—Cen ...	19°4	23°0
Temperature—Fah ...	67.0	73.4
Humidity co:	95	70
Nebulosity 5-10	10	10
Rainfall mm	—	—
Rainfall inches	—	—

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JUNE 2, 1918

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today							
River Ports..	Train & Str.	21.00	..		..	..	21.00
Peking and T'tsin (Every day	Train	..	7.00		..	..	17.00
T'tsin (Daily except Sunday)			15.00		..	..	..
					..	..	
Tomorrow							
Russia via Siberia(Express)..	Via Pukow	21.00	17.00				20.30
Hongkong			17.00				
Swatow and Hongkong .			17.00	.	..	..	17.00
Swatow, Hongkong & Canton	Wingsang	21.00					21.00
Hongkong and Canton ..	Sungkiang	21.00					21.00
River Ports..	Train & Str.	21.00			..	..	21.00
Hankow..		.	17.00				
Ningpo			15.00		..	..	
Swatow	Yingchow	21.00	17.00		..		21.00
Tuesday, June 4.							
Weihaiwei. Chefoo & Tientsin	Fengtien	14.00	13.[illegible]				13.30
Japan ports	Chikuzen maru	18.00	17.00	..			7.00
River Ports..	Train & Str.	21.00		..		..	21.00
Wednesday, June 5.							
Russia [illegible]erta (P. Train)	Via Pukow	21.00	17.00		..		10.30
Amoy and Hongkong			17.00				
N'saki, Kobe, Y'hama, Canada,	Korea maru			A18.00		..	17.00
Honolulu, U.S. & Europe	Sunning	21.00					21.00
Amoy, Hongkong and Canton							
Thursday, June 6.							
Japan, Canada, U. S. & Europe							
via S. U. A.		..	13.00		..	..	2.30
H'kong, S. Ports, A'lia, Straits							
Ceylon, India & E'pe v. Sue:			16.30			..	16.00
Weihaiwei, Chefoo & Tientsin	Tungchow	9.00	9.00	..		..	8.30
Japan, Canada, U.S. & Europe	Korea maru	12.00	..	..	..	..	11.30
Franee, Europe, etc	*Paul Lecat						

A Money orders and parcel post at 5 p.m.

*Ordinary mails will close at the rFench Post Office at 5 p.m. Registration 4 p.m. Money orders will issued daily until 12 noon. Parcel post at 12 noon on June 4.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian Post Office.

Vessels In Harbor And At Woosung

Date		From	Ship's Name	Flag	Agents
May 29	—	Wuhu	Anlan		A. P. Co.
May 29	—	Japan	Chuyu Maru	Jap.	
May 25	—	Japan	Fukuoka Maru	Jap.	
May 30	—	Japan	Hirano Maru	Jap.	N.Y.K.
May 27	—	Hankow	Hanping	Chi.	H.Y.P.I. Co
May 31	—	Tientsin	Hsinming	Chi.	C.M.S.N. Co
May 21	—	Japan	Jagusan Maru	Jap.	
May 18	—	Chefoo	Kingsing	Br.	J.M. & Co.
May 24	—	Chinwangtao	Koyo Maru	Jap.	
May 30	—	Japan	Kwangchi	Chi.	C.M.S.N. Co
May 30	—	Wenchow	Koun Maru	Jap.	K.M.A.
May 30	—	Swatow	Kaga Maru	Jap.	N.Y.K.
May 30	—	Japan	Kingsing	Br.	J.M. & Co.
May 27	—	N. Saddles	Kurama Maru	Jap.	
May 29	—	Hongkong	Kaifong	Br.	B. & S.
May 29	—	Chinwangtao	Kabafuto Maru	Jap.	
May 30	—	Hankow	Luenyi	Br.	B. & S.
May 29	—	Chinwangtao	Nukai Maru	Jap.	N.Y.K.
May 18	—	Hongkong	Paullecat	Jap.	
May 21	—	Hongkong	Pakling		
May 20	—	Japan	Stentar	Jap.	
May 22	—	Dalny	Shinten Maru	Jap.	
May 25	—	Japan	Sendaigawa Maru	Jap.	
May 27	—	Cruise	Store Nordiske	Dan.	G.N.T. Co.
May 29	—	Japan	Sapporo Maru	Jap.	
May 30	—	Chinwangtao	Suiwo	Br.	J.M. & Co.
May 30	—	Hankow	Tafoo Maru	Jap.	N.K.K.
May 31	—	Foochow	Tungwah	Chi.	C.M.S.N. Co.
May 31	—	Japan	Wakamatsu Maru	Jap.	

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
BVIII		Cruise	Chiyoda	Jap. g-b.	..	..	..	
MMB	Apr. ..		D de Lagree	Fr. g-b.	..	..	..	
ONWP	Oct. 26	Cruise	Nightingale	Br. g-b.	..	..	..	
P&OBI		Cruise	Villalobos	Am. g-b.	..	..	..	

Shipping Items

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Thursday.

The C.M. s.s. Hsintah left Tientsin for Chefoo and Shanghai on Thursday.

The H.O. s.s. Changon left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday..

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The N.Y.K. s.s. Chikuzen Maru (Osaka-Shanghai Line) with mails, left Moji on Friday, may be expected to arrive today about noon.

The C.N. s.s. Tungting will leave Hankow for Shanghai today.

The T.K.K. s.s. Korea Maru will leave Hongkong for Shanghai tomorrow may be expected to arrive at Woosung on Wednesday, June 5. She will be despatched for San Francisco, via Japan and Honolulu on Thursday, June 6, at 2 p.m.

The N.Y.K. s.s. Tamba Maru (European Line) with mails, left Hongkong on Thursday, may be expected to arrive at Shanghai and Hongkew Wharf today, about 1 p.m.

Passengers Departed

Per K.M.A. s.s. Upolu for Chinwangtao Rev H. V. S. Myers.

The Chinese Benevolent Association

113-15 AVENUE EDOUARD VII

Benevolent Fund Ticket

$60,000.00

Issued under the authorisation of the Government of the Republic of China on the 2nd February, 1918.

To be drawn among 50,000 successive numbers in full view of the public in Shanghai, China, on the 10th June, 1918.

One tenth of each ticket will be sold at $1.00, the proceeds of which after payment of prizes, charges, etc., will be divided between the North China Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing proportional reduction in the allocation will be made.

Prices for whole tickets $10.00.

LIST OF PRIZES FOR WHOLE TICKETS

1	First Prize		$60,000
1	Second Prize		20,000
1	Third Prize		10,000
2	Fourth Prize	$5,000 each	10,000
5	Fifth Prize	1,000 „	5,000
10	Sixth Prize	500 „	5,000
20	Seventh Prize	200 „	4,000
100	Eighth Prize	100 „	10,000
800	Ninth Prize	50 „	40,000
2	each approximate to the First Prize	500 „	1,000
2	each approximate to the Second Prize	200 „	400
2	each approximate to the Third Prize	100 „	200
4	each approximate to the Fourth Prize	50 „	200
499	for numbers having the two terminal figures similiar to those of First Prize	30 „	14,970
499	for numbers having the two terminal figures similiar to those of Second Prize	25 „	12,475
499	for numbers having the two terminal figures similiar to those of Third Prize	20 „	9,980
2,447	drawn tickets	Total	$203,225

All prizes won will be given at the Office of the Bank of China, Shanghai Branch, No. 3 Hankow Road, Shanghai.

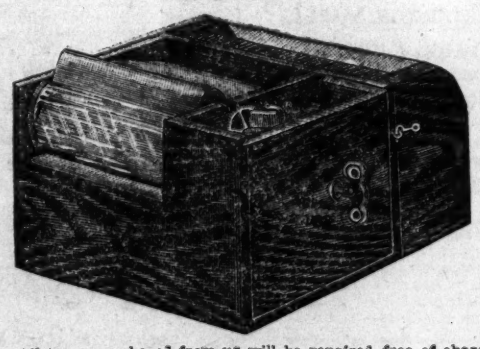
The Chinese Benevolent Association,

CHU PAO SAN,
Chairman.

17902

Buy Fly Traps

Get rid of the flies and save yourself from germs and discomfort



All traps purchased from us will be repaired free of charge excepting broken springs, for which the small charge of replacing same will be made.

Price **$4.00** each

TAKATA & Co.

SOLE AGENTS

Telephone **2472**

FLASH LIGHT PHOTOS

A scientific job, every body with eyes open, no smoke. Proofs submitted same evening.

Burr 3 Broadway

SCIENTIFIC EYE-TESTING

英大馬路勞合路口 中國精益眼鏡公司

Precise Duplicating Fine Repairing

P 352 Nanking Road, cor. Lloyd Road

CHINESE OPTICAL CO.

ACCURATE LENS GRINDING

Toric and Kryptok Lenses, Sun-glasses, Protection Goggles & Everything Optical

Special rate to Doctor's prescriptions

The only sensible way to save money and to practise economy

IS TO DEAL EXCLUSIVELY WITH

SINCERE'S

We specialise in the following:

Provisions
Wines and Spirits
General Hardware
Furnishings
Trunks and Bags
Furniture
Haberdashery
Footwear
Underwear
Silks
Jewellery
Optical Goods
Clocks and Watches
Electrical Novelties
Crockery,
Etc., Etc., Etc.

SINCERE'S

THE UNIVERSAL PROVIDERS

Nanking Road Tel. 4733—34—35

See that you have your

ELECTRIC FANS AND FAN CIRCUITS

in good order before the hot weather is here.

Electric Fans in the Office keep the air fresh and improve the working conditions of your staff.

Electric Fans in the Store keep your customers in a good temper.

Electric Fans in the Workshop prevent carelessness and increase the output.

Electric Celling Fans in the Dining Room are indispenable.

Electric Fans enable you to keep perishable goods fresh.

MUNICIPAL ELECTRICITY DEPARTMENT

SHOWROOMS: 471-2 NANKING ROAD. TEL. No. 2660

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R.	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH.....dep.	..	7.55	9.10	9.40	12.45	15.25	17.15	23.00
SOOCHOW .....dep.	..	9.41	11.22	12.20	14.55	18.15	19.20	1.08
WUSIH .....dep.	..	10.31	12.24	13.41	15.54	19.27	20.20	2.10
CHANGCHOW... dep.	6.50	11.22	13.16	15.03	16.48	..	21.25	3.10
TANYANG .....dep.	8.05	12.09	14.11	16.16	17.41	..	..	..
CHINKIANG.....dep.	9.16	12.52	14.55	17.17	18.22	..	..	5.06
NANKING.....arr.	11.19	*14.15	16.30	19.20	19.50	..	..	8.50
PUKOW .....dep.	..	18.30				..	..	..
TSINANFU .....dep.	..	8.15				..	..	..
TIENTSIN arr.	..	16.29				..	..	..
CENTRAL dep.	..	16.45				..	..	..
PEKING .....arr.	..	19.50				..	..	..

STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast R.	Express R.	Local	Night Express R.S
PEKING .....dep.	..	..	..	..	..	8.35		..
TIENTSIN arr.	..	..	..	..	..	11.40		..
CENTRAL dep.	..	..	..	..	..	12.00		..
TSINANFU .....dep.	..	..	..	..	..	20.27		..
PUKOW .....arr.	..	..	..	..	..	12.56		..
NANKING .....dep.	..	..	7.20	8.00	11.45	*14.20	15.35	23.06
CHINKIANG ....dep.	..	..	9.00	10.10	13.30	16.06	18.16	1.06
TANYANG .....dep.	..	..	9.36	10.59	14.12	16.41	19.08	..
CHANGCHOW ..dep.	7.00	..	10.34	12.18	15.08	17.39	20.20	3.06
WUSIH .....dep.	8.15	7.10	11.28	13.36	16 00	18.29	..	4.11
SOOCHOW .....dep.	9.35	8.06	12.23	14.54	17.01	19.21	..	5.19
SHANGHAI NORTH.....arr.	12.15	10.15	14.20	17.50	19.00	21.00	..	7.00

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.50	8.10	10.50	13.15	14.40	16.20	18.10	20.45	SHANGHAI NORTH..dep.	6.10	7.30	10.05	12.25	14.00	15.30	17.20	20.06
KIANGWAN dep.	7.17	8.57	11.17	13.42	15.07	16.47	18.37	21.12	KIANGWAN dep	6.21	7.41	10.16	12.36	14.11	15.41	17.41	20.11
SHANGHAI NORTH .. arr.	7.25	8.45	11.25	13.50	15.15	16.55	18.45	21.20	WOOSUNG FORTS...arr.	6.45	8.05	10.40	13.00	14.35	16.05	18.05	20.51

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei ..... dep.	....	7.58	9.23	10.38	....	15.12	16.13	....
Lunghwa Junction ..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Songkiang ..... dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashi ..... dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kashing ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yekzah ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan ..... dep.	9.45	11 41	14.00	16.50	....	18.24	....	....
Hangchow ..... dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	16.20
Hangchow ..... dep.	....	....	7 00	8.30	....	10.00	14.35	16.45
Changan ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.30
Yekzah ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.20
Kashi ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Songkiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction ..... dep.	*6.10*	*10.33*	*11.38*	*14.08*	*15.33*	*17.23*	*18.33*	....
Shanghai South ..... arr.	*6.35*	*10.50*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction ..... dep.	....	10 30	11.35	14.05	....	17.18	18.28	....
Siccawei ..... dep.	....	10.39	11.44	14.14	....	17.28	18.28	....
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North ..... arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	...	17.20	....
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12 45	14.55	17.50	19.18
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun ..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.	arr.	....	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Cars

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, June 1, 1918.

Money and Bullion

Gold Dollars Bank's buying rate
@ 108½=Tls. 92.38
@ 7.35=Mex. $125.69
Mex. Dollars Market rate: 7325
Thai Gold Bars: 978 touch Tls. 297
Bar Silver ..... Tls. —
Copper Cash ..... per tael 1798
Sovereigns:
Buying rate @ 4/6½d.=Tls. 4.40
@ each. 7.35=Mex. $6.00
Peking Bar ..... —
Native Interest ..... .07

Latest London Quotations

Bar Silver .....
Bank Rate of Discount 5%
Mari et rate of discount:—
3 m-s. ..... %
4 m-s. ..... %
6 m-s. ..... %
Exchange on Shanghai, 60 d-s.
Ex. Paris on London .....Fr. 27.25
Ex. N. Y. on London ....T.T. $476½
Consols ..... £ —

Exchange Opening Quotations

London ..... T.T. 4/6½
London ..... Demand 4/6¾
India ..... T.T. 303
Paris ..... T.T. 620
Paris ..... Demand 621
New York ..... T.T. 108
New York ..... Demand 108½
Hongkong ..... T.T. 70½
Japan ..... T.T. 48⅝
Batavia ..... T.T. 213½

Banks Buying Rates

London ..... 4 m/s. Cdts. 4/8⅛d
London ..... 4 m/s. Docy. 4/8⅛d.
London ..... 6 m/s. Cdts. 4/8⅛d.
London ..... 6 m/s. Docy. 4/9d.
Paris ..... 4 m/s. 645
New York .... 4 m/s. Docy. 111⅜

CUSTOMS HOUSE EXCHANGE RATES FOR MAY

Hk. Tls.	4.05 @ 4/5½		£1
„	1 @ 604 =	francs	6.73
„	0.85 @ 105½	Gold	$1
„	1 @ 49⅛	Yen	2.26
„	1 @ 15	Rupees	3.70
„	1 @ —	Roubles	—
„	1 @ 1.50	Mex.	$1.50

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath & Toilet.

First Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling Take advantage of the Exchange.

Telephone to us, Central 3601, or write to the Head Office,
10 Canton Road,
Shanghai.

"BICKERTON'S"
PRIVATE HOTEL
73, 74 and 75 Bubbling Well Road.
Seven minutes from Bund by trams. Strictly first-class cuisine under the personal supervision of the proprietress. Separate baths, hot and cold water, electric light. Tel. W. 1271.

British-America Assurance Co.
Telephone No. 98
The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native risk at Current Rates.
FRAZAR & CO.

Shanghai Tramways

The following is the Traffic Return of the Shanghai Tramways (Foreign Settlement) for the month of May, 1918, and for 5 months ended 31st May, 1918, with figures for the corresponding periods last year:—

	May, 1918 $	May, 1917 $
Gross Receipts....	145,630.50	136,901.52
Loss by currency depreciation	33,011.95	30,155.90
Effective Receipts.	112,618.55	106,745.62
Percentage of loss by currency depreciation	23.96	23.28
Car Miles run....	355,523	357,303
Passengers Carried	6,660,926	6,213,577

	5 Months ended 31st May, 1918 $	5 Months ended 31st May, 1917 $
Gross Receipts....	679,844.87	654,849.62
Loss by currency depreciation	149,772.34	145,378.18
Effective Receipts.	530,072.53	509,471.44
Percentage of loss by currency depreciation	23.33	23.49
Car Miles run....	1,665,124	1,668,140
Passengers Carried	30,781,228	29,479,352

Share Market

Messrs. J. P. Bisset and Co., write as follows in their report for week ending May 30—:

Very little business has been transacted during the week, and the tone of the market remains dull.

Stock Exchange Transactions

Shanghai, June 1, 1918.

TODAY'S QUOTATIONS

Official
Telephones Tls. 81.00
Unofficial
H. & S. Banks $560.00
Shanghai Docks Tls. 110.00

行 業 華 中
CHUNG FOO UNION BANK

(Established in 1917)
Statutes approved by the Government in 1916
Head office: Tientsin
Subscribed Capital $2,000,000
Paid-up Capital $1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Agencies and Correspondents in foreign countries:
London, International Banking Corporation.
New York, International Banking Corporation.
San Francisco, International Banking Corporation.
Tokyo, Bank of Chosen.
Kobe, Bank of Chosen.
Osaka, Bank of Chosen.
Yokohama, Bank of Taiwan.
and also other principal cities in foreign countries.

SHANGHAI BRANCH,
S.441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager.
T. D. Zar, Sub-Manager.
Telephone No. 2618 General Office.
Telephone No. 1929 Manager's Office.

MITSUI BANK, LTD
SHANGHAI BRANCH
3 Foochow Road
Capital (Paid-up).....Yen 20,000,000.
Reserve..... „ 12,550,000.
Head Office: Tokyo, Japan.
President: Baron Takayasu Mitsui.

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagaszki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Fukagawa (Tokyo), Otaru.

Bankers:
London: Messrs. Barclays Bank, Ltd. The London City and Midland Bank, Ltd.
New York: The National City Bank of New York. The Guaranty Trust Co. of New York.

We transact a General Banking & Foreign Exchange Business.
J. KENJOH, Manager.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £1,200,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders 1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower Burma)
Haiphong	New York	Tientsin
Hankow	Peking	Yokohama
Hongkong	Penang	

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserves ..... Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des-Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generals de Belgique
Societe Anonyme
Paid-Up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt,) and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 19,500,000
$34,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins, Esq. Deputy Chairman.
F. C. Butcher, Esq.
A. H. Compton, Esq.
S. H. Dodwell, Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Perang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtao
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Local Bills Discounted
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,980,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	2,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9, Rue Boudreau.
London office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co,
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Iudustrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

81 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.
Local Bills discounted. Special facilities for Russian Exchange.
Foreign Exchange on the principal cities of the world bought and sold.
Safe Desposit Boxes.

L. JEZIERSKI,
G. CARRERE,
managers for China, Japan and India.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital .....H$2,000,000
Subscribed and paid up Capital .....H.$1,382,950.00
Reserve Fund .....H.$ 240,000.00
Investment reserve fund H.$ 40,000

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every descrpition of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital 12,279,800.00
Reserve Fund $1,298,552.80
Special Reserve Fund $1,898,933.88

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent. per annum, and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN CHANG,
Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong
BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank Ltd.
Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.
Every description of Banking and Exchange business transacted.
Savings accounts in Gold and Local currency.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed . Yen 48,000,000
Capital Paid-up ... Yen 42,000,000
Reserve Fund ..... Yen 23,100,000

London Bankers:
The London County Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England Ltd
The London Joint Stock Bank, Ltd.

Branches and Agencies

Bombay	London	S. Francisco
Buenos Ayres	Los Angeles	Seattle
Calcutta	Lyons	Shanghai
Changchun	Manila	Shimonasaki
Dairy	Moukden	Singapore
Hankow	Nagasaki	Sourabaya
Harbin	Newchwang	Sydney
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kaiyuen	Peking	Tsinanfu
Kobe	Rangoon	Tsingtau

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.
Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.
Every description of Banking and Exchange business transacted.

K. KODAMA, Manager.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital $300,000.00
Reserve $15,000.00
Deposits (Dec. 31, 1917) $2,067,768.24

Correspondents at principal cities in China, and domestic exchange a speciality.
Credits granted on approved securities. Bills discounted.
Current accounts in both taels and dollars with interest, may be opened on application.
Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

International Banking Corporation

Capital & Surplus U.S. $6,500,000.00
Undivided Profits U.S. $1,348,000.00
U.S. $7,848,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office.
36 Bishopsgate, E. C.

Branches:

Batavia	Kobe	San Francisco
Bombay	London	Santo Domingo
Calcutta	Manila	Santiago de los
Canton	Medellin	Caballeros
Cebu	Panama	Shanghai
Colon	Peking	Singapore
(Cristobal C.Z.)		Tientsin
Hongko..g	San Pedro de	
..ankow	Macoris	Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Petrograd
Buenos Aires	Rio de Janeiro
Caracas,	Santiago de Cuba
Genoa	Santos
Habana	San Paulo
Moscow, Russia	Valparaiso
Montevideo	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND.
Manager.
1a Kiukiang Road, Shanghai.

Nederlandsche Handel Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000)
Reserve Fund—
Guilders 11,595,461, (about £966,288)
Head Office: AMSTERDAM.
Head Agency: BATAVIA

Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjiatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG,
manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital .. Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. G. MARSHALL.
Chief Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 650,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Joint Stock Bank, Ltd.
Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
26 The Bund.
9752

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.
Paid-Up
Capital: Kuping Taels 10,000,000

HEAD OFFICE PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.

SUMITOMO BANK,
LIMITED
SHANGHAI BRANCH.
N. 1 Kiukiang Road

Capital ..... Yen 30,000,000
Capital (Paid-Up) . Yen 18,750,000
Reserve ..... Yen 2,800,000
Deposits ..... Yen 150,000,000

President, Baron K. Sumitomo

Head Office: OSAKA

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Nihama, Hiroshima, Yana, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:
LOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASHARA,
Manager.
Telephones:—
2318 Manager. 4663 Compradore.
2350 Gen. Office. 4621 Nights only.
3530 General Office.

The National Commercial Bank, Ltd.

(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 266,000.00

Head Office: Shanghai.
14, Peking Road.
(Telephone Nos. 2613 and 2614.)

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.
Interest allowed on Savings Account at 4% per annum.
Credits granted on approved securities.
Every description of Banking and Exchange business transacted.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
C. C. Yang, Sub-Manager.

Business and Official Notices

IN THE UNITED STATES COURT FOR CHINA

In re Estate of John Mark Darrah, Deceased.

Cause No. 651 Special Proceeding No. 247 (Administration)

NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Special Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 19, 1918, and all persons owing the said deceased are required to make payment to the undersigned.

JOHN RESIDE HYKES,
Special Administrator,
73 Szechuen Road,
Shanghai, China.

May 19, 1918. 18052

IN THE UNITED STATESCOURT FOR CHINA

In re Last Will and Testament of ALFRED CARROLL HUNTER, Deceased

Cause No. 647.

NOTICE TO CREDITORS

Notice is hereby given to all parties interested that the undersigned has been appointed Special Administrator of the Estate in China of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 5, 1918, and that all persons owing the said deceased are required to make payment to the undersigned.

AUSTIN EDMUND LOCKYER,
Special Administrator,
No. 12 Hankow Road,
Shanghai, China.

May 5, 1918. 17953

SPECIALIST

(can speak English well)
For
Venereal and Surgical disease.
Man and Woman's disease.
Skin disease and rheumatism
(studied medicine in Japan, America and Europe)
Charge moderate.
Japanese Dr. K. WATANABE, A.M., M.D.
21 Haining Road (fifth house from North Szechuen Road)
Tele. North 2279.

17846

FOR SALE

A HIGH CLASS ladies millinery and outfitting store of high standing and good reputation. Reason for disposing of this business is owing to ill-health. Apply in first instance to Box 391, THE CHINA PRESS.

18231

NOTICE

Commencing June 1st, 1918, our office hours will be from 8 to 12 and 2 to 4 o'clock.

CONNELL BROS. CO.,
55 Szechuen Road.

18211

AMERICAN
APPLE CIDER
APPLE CIDER
APPLE CIDER
SWEET
PURE
&
WHOLESOME

For Sale by All Clubs, Hotels and Stores,

Connell Bros. Company,
Agents, Shanghai and Hongkong.

Peking Union Medical College

Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities Student who completes the work of the Premedical School satisfactorily will be admitted to the first year of the Medical Schol without examination.

Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 30, 1919.

The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

The Dean of the Premedical Schoo,
Peking Union Medical College,
Peking, China.

17597

Eden Hospital

Dept. of Venereal Diseases
and Wassermann Laboratory
P372 Nanking Road
(opp. Lloyd Road)
Hours: 10-12; 2-4 Daily
DR. JAMES YUKING, Supt.

HONMA HOSPITAL,

No. 8A Miller Road. Tel. North 2961.

DR. T. YAMADA,
(former Assistant at the Imperial Universities at Tokio and Fukuoka.)
Internal Medicine,
Children's Diseases.

DR. K. HONMA,
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases,
Confinements, Surgery,
Skin Diseases,
Venereal Diseases.

TENDERS FOR MECHANICAL EQUIPMENT

TSING HUA COLLEGE, PEKING.

TENDERS will be received by Tsing Hua College for the (1) Heating and Ventilation (2) Plumbing and (3) Electrical Installations of the Auditorium and Science Building at Tsing Hua Yuan, Peking.

Plans and specifications may be had on the payment of an application fee of $20 silver, Peking currency, to the Architect's Office, Tsing Hua College, Peking. Ten dollars will be refunded when the drawings and specifications are returned to the College.

Tenders will be opened on July 10 at 3 o'clock p.m. at TSING HUA YUAN.

17936

The Sparklis Aerated Water Factory, Ltd.

Factory:—No. 76 North Szechuen Road.

We manufacture the following varieties of Aerated waters:—
American Ice Cream Soda Pineappleade Lemonade
Orangeade Raspberryade Gingerale Sarsaparilla
Cream Lemon Lime Juice and Soda
PRICE.....$0.75 per dozen and
$0.50 per dozen for Soda water

to which should be added $0.72 for the cost of the bottles which will be refunded on return of the empties.

The Water used in the Manufacture of our Aerated Waters is sterilised by the latest process "THE ULTRA VIOLET RAYS" which renders it absolutely GERM-FREE.

Order books, etc. on application
THE EASTERN SYNDICATE, General Managers.
Phone Central 3365. 23a Szechuen Road.

17882

Important Notice

It is hereby notified by the undersigned that the buildings, situated opposite of S. N. R. Station, Shakwan, Nanking, have been now mortgaged to Mr. Woo Kwan-sung (吳桂森) only, and hereby declared that the said property, sold, on May 16th, 1918, to Shanghai Life Insurance Co., Ltd., through the Co.'s employe Zau Li-tser (鄒立嗣) was, on May 28th of the same year, purchased back from the said Co., through same Zau Li-tser. The Sale was made under an agreement of 3 documents and the property was registered by the said Co. at the British Consulate General, Nanking. Now these said documents have been returned to the undersigned as null and void and the British registration has been since cancelled. It is further declared that the said purchase has been fully settled and cleared.

TSAR YUAN YUAN DONG,
Owner of the property.
(業主蔡鼎源堂啟)

18217

MUNICIPAL NOTIFICATION

No. 2518. (Amended).

SPECIAL CONSTABLES.

THE Council invites applications from male residents of the Settlement of 21 years of age and upwards, who are not members of either the Volunteer Corps or the Fire Brigade, for enrolment for service under the Council as Special Constables.

Selected applicants, who will enter into agreements with the Council terminable upon one month's notice, will be required to attend periodical drills, to pass a course in the use of fire arms and to undertake such duty as may be assigned to them, entailing under normal circumstances night duty for two hours at a time twice a week, between 6 p.m. and 12 midnight.

Applications for enrolment should be made in writing marked "Special Constables" and addressed to the Captain Superintendent of Police at the Central Police Station.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, May 4, 1918.

18232

Kingman Bros.

DENTAL SURGEONS

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operations on modern scientific principles, and supply——

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

40, Szechuen Road, Shanghai

CARPETS OF QUALITY

HWA YENG'S Factory—large, airy, modernised—invites your inspection of their Prime Quality Tientsin Carpets. Made from the finest, fadeless, camel wool, procurable only in the carpet district of Tientsin, these carpets are beautifully designed, either in foreign or Chinese patterns, and the finish is perfect.

You Will Need Carpets In Your Home This Winter

Try HWA YENG'S—They beautify your home, bring out expressions of admiration from your guests, and the cost is exceedingly cheap.

Prices according to quality from $7.50 upward.

HWA YENG CARPET FACTORY,
127 Peking Road.
You can't miss our factory: it's right on the road.

Work is the inevitable condition of human welfare.

EXPERTS IN SKINS AND BRISTLES.

TERMS—Cash in advance.

You pay for samples and telegrams.

We quote cif Shanghai prices.

WIDLER & CO.
Chungking, West China.
Born 1915—Still Existing.

Restaurant

Regular Dinner from 7.30 to 9.30 p.m. High class meals and short orders served at all hours.

The Astor Grill Rooms
13-14 Broadway

FAT PEOPLE

Reduce! Benefit your health! We also cure Rheumatism and nervousness.
Turkish Bath and Massage Establishment.
PROF. I. K. SETO,
25 North Szechuen Road,
Phone N. 2768.

ANTIMONY REGULUS

(99% Pure)

White oxide of Zinc and Antimony, Suitable for Paints.

Always in Stock.

Apply, HUPEH GOVERNMENT SMELTING WORKS, Wuchang.

Tel. address: "Hupehmine."

THE CATHAY LACE CO.

19 Nanking Road, Shanghai

The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, Etc.

Big Stock
of
FILET LACES
for
WHOLESALE

APOLLO THEATRE

TONIGHT —— TONIGHT

We shall present one of those charming Pathe Pictures

THE FAITHFUL GAMEKEEPER
THE FAITHFUL GAMEKEEPER

A charming story—good artistes—perfect photography make this an ideal cinema drama.

ANNALS OF THE WAR } Splendid scenes in the Front Line Trenches
ANNALS OF THE WAR }

LONESOME LUKE = The Prime Minister of Mirth.
LONESOME LUKE

Just a reel of jolly good fun. **THE FLIRT** **THE FLIRT**

EMPIRE DAY IN SHANGHAI
EMPIRE DAY IN SHANGHAI

Were you at the Consulate? Our man was and secured all the best bits of the show. Come along tonight and see it. It will be worth your while.

TIME AND PRICES AS USUAL

TONIGHT — at 9.15 p.m. — TONIGHT

GRAND OPENING
Of The Open Air Cinema
IN THE
"VERDUN GARDEN"

(474 — Avenue Joffre — 474)

Present
MOLLIE KING The Charming Artiste and the Clever Actor ROBERT WARWICK
featuring in
ALL MAN an over powering comedy Play in 5 Parts with its fascinating Glamour and temptations. Pictured with vivid realism.

LUCIEN HIS DOG AND HIS MOTHER-IN-LAW
Amusing Comedy in 2 parts.

YOU MUST HEAR OUR EXCELLENT GRAND ORCHESTRA
of 6 European Musicians.

N.B.—Only Big Productions will be shown in our Cinema and up-to-date Vaudeville Artistes will appear shortly.

Admission Prices:
Reserved Seats $1.50 — Unreserved Seats $0.70

Passengers Arrived

Per C.M. s.s. Kiangyu from Wuhu: Mr. H. Bermt.

Per C.N s.s. Sungkiang from Hongkong: Messrs. Frank Wilde and McLeod.

Per C.M. s.s. Kiangteen from Ninpo: Mr. and Mrs. Kental.

Per I.-C. s.s. Kutwo from Hankow: Mrs. Campbell.

Per N.Y.K. s.s. Kamakura Maru from Hongkong: Messrs. T. Sawa, S. Yoshiwara, N. Isobe, K. Akiyama, J. Otsu, S. Imamura, B. Ido, C. Ito, K. Kawaguchi, S. Matsumoto, T. Nakamura, K. Osada, T. Hayashi, Mr. and Mrs. W. Y. Hoo, Misses S.C. and S.Y. Li ad Mr. Wong.

Russian Lady Dentist

Miss. A. Gauhman

26 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.

17257

Amusements

ST. GEORGE'S CINEMA

BUBBLING WELL
Monday, June 3rd.
BABY MARIE OSBORNE
in "The Baby Bernhardt" in
"TEARS AND SMILES"

EMPIRE DAY

great scenes at the British Consulate.
and
Scenic and Comic Pictures
Commencing at 9.15 p.m.
Enjoy A Good Show in the Open Air.

AMUSEMENTS

ANNOUNCEMENT

The Management of the **Carlton Cafe** has taken over the catering of

St. George's Gardens

MUSIC AND DANCING THROUGHOUT THE EVENING

Suppers Served

Dinners will be provided nightly commencing

SATURDAY, JUNE 8

THE CARLTON ORCHESTRA IN ATTENDANCE

Telephone West 802

ISIS THEATRE

Corner of Jukong & North Szechuen Rds

MATINEE TODAY At 3. p.m. — Showing
THE GRAY GHOST Episodes 11 & 12
THE GREAT SECRET Episodes 2 & 3

Tonight —— Tonight

Another Wonderful Metro feature in 4 Parts
"REVENGE & AFTER"
featuring
Miss RITA SACCHETTO
A Strong Military Story of great beauty

"SUZANNE IN THE BATH"
Amusing Comedy in Two Parts
"A DOG'S LOVE" "THE BERNINAS RAILWAY"
Very interesting pictures

SEE OUR ADVERTISEMENT ON PAGE 9.

ST. GEORGE'S GARDEN CINEMA

GRAND OPENING NIGHT
Thursday, May 30th
CHARLEY CHAPLIN
will be
AT HOME TO MEET YOU
From 9 p.m. to 11.30 p.m.

We shall present a series of the great successes in which Charley won fame and fortune.

"THE FLOOR-WALKER" Two Parts | **"EASY STREET"** Two Parts | **"A BUSY DAY"** One Part

Also pictorials of the latest events in Vladivostok

LANDING OF THE ALLIED TROOPS

Owing to the Bolshevic unrest, measures were taken to protect life and property of Allied subjects.
The Japanese Admiral and commander-in-Chief with his staff, on land.
The Allied Men O' War in the Harbor. Glimpses of the town.
Anglo-Japanese patrols on duty.
The British Consulate and military guards.
French Consulate Guard, etc., etc., etc.

Enjoy a Show in the Open Air
Popular Prices

"The Eldorado"

3 Jukong Road

High-Class Vaudeville and Dance Hall!

The Williamson Troupe!

7 Star Artistes 7

Miss Irene Swan

American Transformation Dances

Miss Rigoletto

New Songs and Dances

Miss Paola,
Society Entertainer

Miss Dachenko.
Ballet Dancer

PROF. MARTINEZ' Orchestra

Miss Irene Swan

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June 6	—	San Francisco	Korea Maru	Jap.	Alexander
June 10	—	Tacoma & Seattle	Arabia Maru	Jap.	O.S.K.
June 14	—	Tacoma & Seattle	Africa Maru	Jap.	O.S.K.
June 11	—	San Francisco	Siberia Maru	Jap.	Alexander
June 16	—	Seattle, etc.	Fushimi Maru	Jap.	N.Y.K.
June 22	—	San Francisco	Colombia	Am.	P.M.S.S. Co.
June 24	—	San Francisco	China	Am.	C.M.S.S. Co.
June 25	—	San Francisco	Tenyo Maru	Jap.	Alexander
June 30	—	Seattle, etc.	Kashima Maru	Jap.	N.Y.K.
July 13	—	San Francisco	Shinyo Maru	Jap.	Alexander
July 20	—	Vancouver	Empress of Japan	Br.	C.P.R.
July 28	—	San Francisco	Venezuela	Am.	P.M. S.S. Co.
July 27	—	Tacoma & Seattle	Manila Maru	Jap.	O.S.K.
July 31	—	Vancouver	Monteagle	Br.	C. P. R.

FOR JAPAN PORTS

June 3	—	Kobe	Tsuba Maru	Jap.	N.Y.K.
June 6	—	Moji, Kobe & Osaka	Chikuzen Maru	Jap.	N.Y.K.
June 7	—	N'saki, Kobe & Y'hama	Wakanoura Maru	Jap.	N.Y.K.
June 8	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
June 14	—	N'saki, Kobe, Osaka	Tutegami Maru	Jap.	N.Y.K.
June 14	—	N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N.Y.K.
June 15	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.
June 18	—	N'saki, Kobe & Y'hama	Chikugo Maru,	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

June 6	—	Port Said	Paul Lecat	Fr.	M. M.
June	—	Marseilles	Saigon Maru	Jap.	O.S.K.
	—	London, etc.	Hirano Maru	Jap.	N.Y.K.
	—	London, etc.	Yokohama Maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

June 2	D.L.	Swatow & Hongkong	Kaifong	Br.	B. & S.
June 3	—	Hongkong	Katori Maru	Jap.	N.Y.K.
June 3	4.30	Ningpo	Hsin Peking	Br.	B. & S.
June 3	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.N. Co.
June 4	4.00	Ningpo	Klangteen	Chi.	C.M.S.N. Co.
June 4	D.L.	S'tow, H'kong, C'ton	Wingsang	Br.	J.M. & Co.
June 4	D.L.	Hongkong & Canton	Sungkiang	Br.	B. & S.
June 4	D.L.	Swatow	Yingchow	Br.	B. & S.
June 6	—	Hongkong	Kashima Maru	Jap.	N.Y.K.
June 6	D.L.	Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
June 9	D.L.	Swatow & Hongkong	Yingchow	Br.	B. & S.
June 11	—	Hongkong	China	Am.	C.M.S.S. Co.
June 14	—	Takao, F'chew, K'lung	Keheku Maru	Jap.	O.S.K.
June 16	—	Hongkong	Canada Maru	Jap.	O.S.K.

FOR NORTHERN PORTS

June 2	—	Tientsin direct	Hsinming	Chi.	C.M.S.S. Co.
June 3	D.L.	W'wei, C'foo, T'tsin	Kingsing	Br.	J.M. & Co.
June 4	3.00	W'wei, C'foo & T'tsin	Fengtien	Br.	B. & S.
June 4	7.00*	Dairen (direct).	Sakaki Maru	Jap.	S.M.R.
June 6	10.00*	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
June 6	10.00*	W'wei, C'foo, T'tsin	Shengking	Br.	B. & S.
June 12	—	T'tsin, Dairen, T'tau	Keelung Maru	Jap.	O.S.K.

FOR RIVER PORTS

June 2	M.N.	Hankow, etc.	Kutwo	Br.	J.M. & Co.
June 2	M.N.	Hankow, etc.	Talee Maru	Jap.	N.K.K.
June 3	M.N.	Hankow, etc.	Klangyu	Br.	C.I.X.B.L. Co.
June 4	M.N.	Hankow, etc.	Suiyang Maru	Jap.	N.K.K.
June 4	M.N.	Hankow, etc.	Tuckwo	Br.	J.M. & Co.
June 4	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
June 5	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
June 6	M.N.	Hankow, etc.	Tungting	Br.	B. & S.
June 7	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
June 8	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived		From	Ship's Name	Flag	Agents
June 4	—	Ningpo	Klangteen	Chi.	C.M.S.N. Co.
June 1	—	Japan	Omuro Maru	Jap.	
June 1	—	Foochow	Kienkong		
June 1	—	Hongkong	Sungkiang	Br.	B. & S.
June 1	—	Hankow	Kutwo	Br.	J.M. & Co.
June 1	—	Hankow	Talee Maru	Jap.	N.K.K.
June 1	—	Hongkong	Yingchow	Br.	B. & S.
June 1	—	Japan	Misaki Maru	Jap.	

Departures

Date		For	Ship's Name	Flag	Agents
June 1	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.
June 1	M.N.	Hankow, etc.	Nanyang Maru	Jap.	N.K.K.
June 1	D.L.	Antung & Newchwang	Paoting	Br.	B. & S.
June 1	10.00*	W'wei, C'foo & T'tsin	Shuntien	Br.	B. & S.
June 1	—	Chefoo	Irene	Chi.	N.S.N. Co.
June 1	—	Singapore	Mexico Maru	Jap.	O.S.K.
June 1	—	Kobe	Kamakura Maru	Jap.	N.Y.K.
June 1	—	Ningpo	Klangteen	Chi.	C.M.S.N. C

Vessels Loading

For River Ports

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, tons 2,664 Captain Gibb, will leave on **Monday, June 3,** at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Talee Maru**, Capt. M. Takeo, will be despatched from N.K.K. Pootung wharf on **Monday, June 3,** at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Str. **Klangyu**, Captain F. Carlson, will leave on **Monday** night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, tons 3,770 Captain Combell, will leave on **Tuesday June 4,** at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Suiyang Maru**, Captain Y. Taniguchi, will be despatched from the China Merchant's Central Wharf on **Tuesday, June 4,** at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Str. **Tatung** Capt. C. C. Williams, will leave from the French Bund on **Tuesday, June 4,** at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Wednesday, June 5,** at about 12 o'clock midnight. For Freight apply to Butterfield & Swire, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tungting**, Captain Torrible, will leave from the French Bund on **Thursday, June 6,** at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Friday, June 7,** at about 12 o'clock midnight. For Freight or Passage apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77 Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi** Captain Frazier, will leave from the French Bund on **Saturday, June 8** at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Str. **Kaifong** Capt. E. J. Pottinger, will leave from the French Bund on **Sunday, June 2,** at daylight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Str. **Hsin Peking**, Captain A. Scott, R.N.R. will leave from the French Bund on **Monday, June 3,** at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW.—The China Navigation Co.'s Str. **Yingchow**, Capt. H. B. Simons, will leave from the French Bund on **Tuesday, June 4,** at daylight For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sungkiang**, Captain Trowbridge, will leave from the French Bund on **Tuesday, June 4,** at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Capt. Y. Yamamoto, will be despatched from the Co.'s Yangtszepoo wharf on **June 16,** at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

For Northern Ports

CHEFOO and TIENTSIN.—The Str. **Hsinming**, Capt. H. Mackinnon, will leave on **Sunday** morning. For Freight or Passage apply to C. M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Captain Harris, will leave from the French Bund on **Tuesday, June 4,** at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Bennett, will leave from the French Bund on **Thursday, June 6,** at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shengking**, Capt. McIntosh, will leave from the French Bund on **Saturday, June 8,** at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The S. S. **Korea Maru**, 18,000 tons, Captain T. Ota, will be despatched on **Thursday, June 6.** Tender conveying passengers and mails will leave Customs jetty at 2 p.m. For passage apply Toyo Kisen Kaisha, T. N. Alexander, Manager.

TACOMA and SEATTLE CALLING at VANCOUVER via NAGASAKI, KOBE and YOKOHAMA.—The O. S. K. Str. **Arabia Maru**, Captain H. Nagata, will be despatched on **Monday, June 10.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch Conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TAKOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI KOBE, YOKKAICHI, SHIMIDZU, and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamamoto, will be despatched on **June 14.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel No. 4234 and 4235.

Sailed from Shanghai

For London, etc.
Kitano Maru ..... Apr. 17
Kaga Maru ..... May 31
For Liverpool
Iyo Maru ..... Apr. 6
Shidzuoka Maru ..... May 10
For San Francisco
Venezuela ..... Apr. 27
Shinyo Maru ..... Apr. 30
Ecuador ..... May 25
For Seattle
Katori Maru ..... Apr. 28
Manila Maru ..... May 4
Suwa Maru ..... May 19
For Vancouver
Monteagle ..... May 21
Empress of Japan ..... May 27
Key West ..... May 27
For Marseilles etc.
Kirishimayama Maru ..... May 13

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FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. **Lien Yi, Ngankin, Poyang, Tatung, Tungting,** Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via Tientsin).—S.S. **Tungchow, Fengtien, Shuntien** and **Shengking.**—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG, and CANTON S.S.—**Sniyang, Sunning, Sinkiang, Yingchow, Sungkiang** and **Kaifong.**—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with services to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. **Hsin Peking.**—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, &c. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House). or from Messrs. Thomas Cook & Son, Russo-Asiatic Bank Buildings, 15 The Bund.

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AMERICAN REGISTRY
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For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. COLOMBIA	June 22	S.S. VENEZUELA	June 29
S.S. VENEZUELA	July 20		

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AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

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S.S. COLUSA	June 22	S.S. SANTA CRUZ	June 8
S.S. SANTA CRUZ	AUG. 10	S.S. COLUSA	AUG. 7

Safety and comfort of passengers our first consideration. For information re freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5086 Cable Address "Solano"

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SAILINGS FROM SHANGHAI
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AMERICAN LINE
Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria or Vancouver, B. C.

For Tacoma and Seattle, Wash.	arr.	leave.
"ARABIA MARU" ...(18,000 tons) Capt. H. Nagata,	June 8,	June 10
"AFRICA MARU" ...(18,000 tons) Capt. H. Yamamoto,	June 13,	June 14
"MANILA MARU" ...(18,000 tons) Capt. N. Kobayashi,	July 26,	July 27

For Hongkong
"CANADA MARU" ...(12,000 tons) Capt. Y. Yamamoto, June 15, June 16

CHINA COASTING LINE

For Tsingtau, Tientsin and Dairen	arr.	leave.
"KEELUNG MARU" ..(1,569 tons) Capt. S. Imai,	June 10,	June 12

For Foochow, Keelung and Takao
"KOHOKU MARU" ...(2,610 tons) Capt. J. Kurimura, June 12, June 14

The Company also run numerous steamers from Japan to South America, Australia, India, Korea, Vladivostock and also between the Principal Ports in Japan.
For freight, passage and further information, please apply to:—
H. SHIMAMURA, Manager. OSAKA SHOSEN KAISHA
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Empress of Japan	July 20	Empress of Japan	July 9
Monteagle*	July 31	Monteagle	July 14
Key West†	Aug. 9		

†(cargo only.)

*Monteagle calls at Moji.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

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(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

KOREA MARU	20,000 tons for San Francisco,	June 6
SIBERIA MARU	18,000 tons for San Francisco,	June 11, 1918
TENYO MARU	22,000 tons for San Francisco,	June 25, 1918
SHINYO MARU	22,000 tons for San Francisco,	July 19, 1918

FOR HONGKONG DIRECT

SHINYO MARU	22,000 tons for Hongkong,	June 27, 1918
KOREA MARU	20,000 tons for Hongkong,	———
SIBERIA MARU	18,000 tons for Hongkong,	Aug. 16, 1918

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

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JUNE 24, SEP. 3

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REDUCED RATES TO MISSIONARIES

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JUNE 11, AUG. 22

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SAILINGS FROM SHANGHAI

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EUROPEAN LINE

For London or Liverpool via ports.

*(For Liverpool.)

	Tons		
HIRANO MARU	16,000	——	
YOKOHAMA MARU ...	12,500	——	

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

FUSHIMI MARU	*1,000	Capt. N. Teranaka,	June 16
KASHIMA MARU	19,000	Capt. I. Tozawa,	June 30

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

TAKESHIMA MARU ..	5,500	Capt. D. Awoshima,	June 7
WAKANOURA MARU..	5,000	Capt. D. Awoshima,	June 7
YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	June 14
CHIKUGO MARU	5,000	Capt. K. Soida,	June 18

SHANGHAI, MOJI, KOBE AND OSAKA LINE

CHIKUZEN MARU ...	5,000	Capt. N. Nojiri,	June 6
TAKESHIMA MARU ...	4,500	Capt. A. Nakamata,	June 8
OMI MARU	7,000	Capt. M. Machida,	June 15

FOR JAPAN

TAMBA MARU	12,500	Capt. K. Yiyasawa,	June 3

KOBE TO SEATTLE

ATSUTA MARU		Capt. K. Inatsu,	July 12

FOR HONGKONG

KATORI MARU	19,000	——	July 3
KASHIMA MARU	19,000	——	June 6

FOR MANILA AND HONGKONG

SUWA MARU	21,000	——	July 22
FUSHIMI MARU	21,000	——	Aug. 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

TANGO MARU	14,000	——	June 19
NIKKO MARU	10,000	——	July 17
AKI MARU	12,500	——	Aug. 21

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

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CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ — Midnight, 13³⁰ — 1³⁰ p.m.

July 1st, 1917, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. S S.	Mail 4. B.	Mail 102. B. s.
2045	835	300	0	dep. Peking arr.	2230	1950	1020
2345	1113	535	. .	arr. Tientsin-Central dep.	1955	1700	720
2350	1117	540	84	dep. Tientsin-Central arr.	1950	1655	710
000	1125	550	. .	arr. Tientsin-East dep.	1920	1645	700
1910	520	2310	524	arr. Mukden dep.	2301	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1612
725	1140	—	2.71	arr. Tientsin-Central dep.	—	1655	1602
745	1200	—		dep. Tientsin-Central arr.	—	1631	1547
1133	1500	—	78	dep. Tsangchow dep.	—	1333	1221
1457	1746	—	148	dep. Techow dep.	—	1048	928
1801	2021	—	—	arr. Tsinanfu dep.	—	806	640
7.	‡	—	220	‡	—	‡	8.
800	2031	—	—	dep. Tsinanfu arr.	—	756	1812
1033	2231	—	266	dep. Taianfu dep.	—	601	1542
1309	023	—	318	arr. Yenchowfu dep.	—	349	1311
1315	048	—		dep. Yenchowfu arr.	—	339	1256
1556	316	—	377	dep. Lincheng dep.	—	120	1032
1814	440	—	—	arr. Hsuchowfu dep.	—	2336	810
9.	‡	—	420	‡	—	‡	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2007
1136	932	—	523	arr. Pengpu dep.	—	1953	1442
1204	800	—		dep. Pengpu arr.	—	1946	1432
1657	1132	—	600	dep. Chuchow dep.	—	1648	928
1648	1309	—	631	arr. Pukow dep.	—	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2200	1430	. .	. .	dep. Nanking arr.	. .	1415	630
700	2130	. .	198	arr. Shanghai-North dep.	. .	755	2200

Yenchowfu-Tsaingchow Branch Line					Lincheng-Tsochuang Branch Line				
900	1350	2130	d. Yenchowfu a.	630	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1000	1450	2230	a. Tsaingchow d.	528	1125	1845	630	1215	1905	a. Tsochuang d.	705	1305	1955

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

900 — train runs on Thursday only. 2³⁰ — train runs on Fridays only.

3²⁰ — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

Smiles from the Mixed Court

C. P. C. 348 glanced casually at his wrist watch and observed that it was 2.50 o'clock a.m. Then he glanced, still casually, up an alleyway off his beat on Peking Road and observed Ting Dzoong-ping. At which his gaze ceased to be casual and became interested.

Now 2.50 is a lonely hour of the day and the C. P. C. strolled up the alleyway to give Ting the top o' the morning.

"What in blazes are you doing here at this time of night?" he inquired by way of opening the conversation.

"Well, you see, it's like this," replied Ting, jumping about three feet and observing the C. P. C. for the first time. "I'm just on my way home."

There was a clattering upon the pavement and when the C. P. C. leaned over to see what Ting in his agitation had shaken out of his gown he discovered an electric torch and a cold chisel.

Ting stuck to the homecoming story in court but the police pointed out that Peking Road is sufficiently well illuminated for a man to find his way along without an electric torch, and besides the end of the chisel showed evidences of having been applied to painted woodwork such as doors. So Ting goes into cold storage for nine months.

Too Much Ballast

Waung Kwe-ling, who was heretofore of those who trundle the coal into the Ewo Mills, entered the place the other day with jaunty stride, for there was no coal to be trundled. Therefore, when he came out with stooped shoulders and heavy tread a few minutes later the Indian watchman looked at him in surprise and then went over and prodded him with his stick. Waung emitted a dull clank. The watchman decided that this was something to look further into and found that Waung was carrying 41 pounds of iron concealed in his underclothes.

Waung told the Court that he was only having a look at the iron but the Court wasn't impressed and he went over to the Municipal jail for a four weeks' rest.

The Ingenuous City Cousin

The complaint against Dzau Ah-doo and Yui Ah-nyieh was that they had stolen two sacks of beans from a farmer's garden.

"But," said Dzau and Yui naively, "we did not steal the beans. We were only walking about the countryside when we came to a field. In the field we saw the beans growing and so we took them. That's all."

And the Court, regarding their bewildered faces and taking cognisance of their ignorance of things outside the city's streets, cautioned them about the rights of farmers and let them go.

WOMAN'S CLUB FETE

The American Woman's Club will give its annual open-air fete on next Saturaday, June 8, at No. 405 Avenue Joffre. An admittance fee of $1 will be charged which includes, tea, dancing and a small playlet. The proceeds will go to the Red Cross. All friends are invited.

GRAND CANAL IMPROVEMENT

Reuter's Pacific Service

Peking, June 1.—Mr. Hsiung Hsi-ling's request for the appointment of co-directors to assist in the work of the Grand Canal was discussed at a meeting of the Cabinet and approved. The following appointments are expected:

Pan Fu, formerly Vice-President of the National Irrigation Bureau.

Yen Tse-yi, Chief of the Chihli Industrial Department.

Rumania's Plight Told By Officer

(Continued from Page 1)

tests of the Rumanians, to annex Bessarabia. As a compensation the nation was given the Dobrudja. It is significant that in these pourparlers the French and British sympathised with the Rumanians.

Fought For Transylvania

Rumania entered the present war in order that she might once more regain Transylvania, of the four and a half million people in this province, three and three quarter millions are Rumanians, and despite persecutions, despite every menace, despite even fair promises, these people have remained loyal to their Motherland and in their bondage have always looked forward to the happy day of emancipation.

It must be remembered that before this great war, both Italy and Rumania formed part of a huge political system of which the present Central Powers were dominant. Rumania's part in this was to form a defensive right wing against any Russian aggression.

It should also be remembered that for the past forty years the German has endeavored to be the mainspring of the whole of Rumania's activities, military, commercial and political. Despite all this, when the time was ripe Rumania threw in her lot with the Allies, well knowing that the cause of the small nations and the best interests of civilisation would be forwarded.

During the early stages of the war Rumania had to look on and hear of German successes. Every effort was made by the Central Powers to draw the country into the turmoil, still she maintained her neutrality until August 27, 1916, when she declared war upon Austria. In two days the enemies were upon her.

Rumania invaded Transylvania, scoring splendid successes, but there came a day when she had to retire; when hardships of every kind were experienced; when reverse after reverse had to be admitted, and why?

The Allies had promised supplies. Falkenhayn's victories, Mackensen's advance in Servia made in imperative that all supplies should come through Russia.

Russia Held Up Supplies

The Allies did their best. All that could be gotten was sent via Archangel, but they never reached the Rumanians. Russia either lost them or kept them for their own use.

Just when supplies were urgently needed; just when Bulgaria with Mackensen and 80,000 troops, and Falkenhayn with 40 divisions, were upon them, just when Rumania needed help; then no help came, and collapse naturally followed.

But the gallant country was not beaten; a retirement into Moldavia and a training under French officers lead to the triumph of Maresepti in July, 1917.

Russia at this time was making feelers for peace, and in her offers was the partition of Rumania. This lead to a political scandal and later to the revolution. Then when the peace between the Central Powers and Russia was ratified at Brest-Litovsk in February, 1918, and the Ukraine was created, Rumania was completely isolated. She could get neither provisions for her people nor munitions for her army.

What could she do? Peace on May 7! She is now neutral at the dictates of a government at Bucharest, but no official news has come from Jassy, the residence of the King and the center of the diplomatic corps. What they think we do not know.

Lord Cecil's declaration in the House of Commons on May 28, in which he repudiated the forced peace, will do much not only to retain the sympathy, but in happier time to seal a friendship with gallant Rumania.

Launch Services

TOMORROW

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Custom's Jetty at 9 p.m.

Thursday, June 6, 1918.

The tender conveying passengers and mails on board the T.K.K. s.s. Korea Maru will leave the Custom's Jetty at 2 p.m.

MEMORIAL DAY AT HOME

(American Wireless To Reuters)

Washington, May 30.—Via Cavite and Koukaza.—Today, Memorial Day, is being celebrated throughout the country as a national day of prayer for the success of the war and to honor America's old soldiers, in accordance with President Wilson's proclamation. President Wilson attended church and services at Arlington cemetery.

LUNG CHI-KWANG IN PEKING

Reuter's Pacific Service

Peking, May 31.—General Lung Chi-kwang and his party arrived today by special train from Tongku.

News Brevities

The first of a series of five addresses by Mr. M. T. Stauffer, secretary of the Special Committee of the Missionary Survey of China, will be given before the Sunday Service League, 120 Szechuen Road, at 5 p.m. today. The title of the address is "The Story of a Christian's Life." The five meetings, to be given during this month, will be the last held by the League this summer.

• • •

Lien Fok-zung was charged in the Mixed Court yesterday with having given false testimony in the embezzlement case of H. Tagochi vs. An Mei-daung. The case was remanded.

• • •

Six Chinese alleged to be members of an organised band of armed robbers were brought up in the Mixed Court yesterday on seven charges, including one of murder and another of stabbing.

• • •

The birthday of King George V. will be observed tomorrow at the British Consulate when Sir Everard Fraser, K.C.M.G., British Consul General, will review "A" Company of the Shanghai Volunteer Corps.

Drinking Water:

It is just as important that your water supply be pure and clean today as three months from now. Just as necessary for you to guard against sickness now as during the hot weather.

The Brownlow Filter

Offers the best protection from impure drinking water, represents the most inexpensive form of health insurance.

See a Brownlow demonstrated, see how it is made, how it filters water and you will appreciate why you need one.

MUSTARD & CO.

Sole Agents

22 Museum Road Shanghai

INSURE YOUR HEALTH

by using

B-K Bacili-Ki

The safest and cheapest Insurance for sale in Shanghai today is the Bacilikil policy of germ destroying, leading to LONG LIFE.

Bacilikil is the greatest insurance against germs of all kinds. It KILLS them ALL.

Bacilikil is the safest insurance to use against any contagious disease. Use it freely and constantly and KNOW that you are safe.

You can use it freely and it will NOT harm you yet it is more than TEN times stronger than Carbolic Acid. BACILIKIL IS THE ELEPHANT OF GERMICIDES POWERFUL, USEFUL, HARMLESS.

Indorsed by Physicians and other users whom YOU KNOW and who will recommed it to you because it is GOOD.

For sale by all Chemists

American Trading Company, Agents

"BEAR BRAND" STERILIZED

BERNESE ALPS CREAM

SOLD BY ALL GROCERS

SOLD BY ALL GROCERS

THE BERNESE ALPS MILK CO.

1 Foochow Road.

Business and Official Notices

CHINA AND JAPAN WAR SAVINGS ASSOCIATION

A General Meeting of Members will be held in the Banqueting Hall of the Palace Hotel on Friday, June 14 at 5.15 p.m. when the Report and Accounts for the year ended February 16, 1918, will be submitted for the sanction and approval of Members.

Members intending to ask questions in regard to the Accounts or other matters connected with the Association are requested to give notice of such intention to the undersigned on or before Tuesday, June 11.

E. F. GOODALE,
Hon. Secretary & Treasurer.

18235

NOTICE

We beg to inform the public that the silk merchants and firms who are connected with our guild are not associated with the International Committee for the Improvement of Sericulture in China, which has recently been organised by the British, French, Italian and American merchants and the Chinese Silk Coccoon Merchants' Guild in Shanghai. For fear of misunderstandings, this notice is inserted in the leading Chinese and Foreign newspapers.

THE CHINESE SILK GUILD,
E 196 Shansi Road.

18237

NOTICE

We have this day authorised Mr. A. P. Denegri to sign our firm per procuration.

DYCE & Co.

1st June, 1918.

18253

APOLLO THEATRE

WEDNESDAY, JUNE 5th, 1918
at 9.15 p.m.

GRAND CONCERT

by

Professor Harry Ore
well known pianist-composer
and
Jacques Karp
opera singer (bariton).

Prices $2.— and $1.—

Booking now open at Robinson Co.

18141

BUTTER ! BUTTER ! ! BUTTER ! ! !

Fresh Butter in one-lb. pats.

"DAISY" BRAND
and
"MEADOW" BRAND

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Tinned Butter in 2 lb. (nom) tins
Finest Australian
"BULLFINCH" BRAND
and
"RED FEATHER" BRAND

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road.

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

71 North Soochow Road.

NOTICE

Dr. OKS and Dr. FURSTENBERG have opened consulting rooms at NO. 3 KIUKIANG ROAD,
Tel Central No. 801.

Dr. OKS, MD., specialist for eye, ear, throat and nose diseases.
Hours: 9 to 11 a.m. and 1 to 3 p.m.

Dr. FURSTENBERG, M.D., Urinary and skin diseases.
Hours: 11 to 1 p.m. and 5 to 7 p.m.

18236

Henry the Tailor,

No. 14 J. Seward Road

WISHES TO ANNOUCE

that he has secured the services M. COOPER, a European Cutter, who has had 12 years westend London experience. Formerly with J. Samuelson and Sons, London.

We Solicit Your Orders

Cafe Restaurant Trianon

25 Avenue Edouard VII

Telephone Cent. 1915

TO
Music Lovers:
Signora Lina Fogarina the Celebrated violiniste, who has just reached Shanghai from her European musical tour, will perform nightly during dinner and supper, assisted by the Trianon Orchestra

Business and Official Notices are Continued on Page 17

Amusement Advertising will be found on Page 17

—BILL SMITH—

says:

The greatest oaks of commerce spring from the smallest of thought.

Elephant Head Old Tom Gin

ASK BILL!

Garner, Quelch & Co.
Sole Agents

Yut Sae Chang & Co.

Wholesale Hardware Merchants, Building Contractors—Engineers' Supplies.

A1284 BROADWAY, SHANGHAI.

Green wire cloth and lawn mowers for the season.

17997

For Sale—Hanyang

20 mow of land between city wall and Hanyang Iron Work; near Fork of Han and Yangtsze rivers. Suitable for factories. One large foreign residence, large foreign hospital building, four small buildings. Exceptable bargain.

Write. J. T. PROCTOR,
9 Hankow Road, Shanghai.
Tel. Central 641.

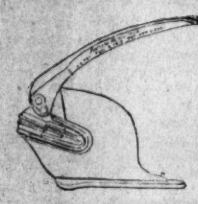
18218

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)
A1299 BROADWAY & 617 TIENDONG ROAD, SHANGHAI.

Stocks of
Metals, Hardware and Sundries.
Contractors to
GOVERNMENTS, MUNICIPALITIES, RAILWAYS, TRAMWAYS, ETC.

CORPORATION SEALS



AND LETTER-HEAD EMBOSSERS
IN ANY DESIGN
$18.50 Mex. & Upwards

THE OFFICE APPLIANCE CO.
4 CANTON ROAD SHANGHAI

Stewart V-RAY SEARCHLIGHT

A Real Searchlight for Every Car

It is designed with scientific accuracy to project an intense, piercing "searchlight" beam.

For particulars, apply to the Sole Agents,

The Shanghai Horse Bazaar & Motor Co., Ltd.

MASON & CO.

CONFECTIONERS

No. 90 BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3829

This Is To Notify The Public

that we have removed to 20 Nanking Road
(First Floor)

where we are showing a fine line of Handmade Laces, Embroideries, etc., and which we are offering at very low prices to both wholesale and retail trade.

THE LACE BAZAAR COMPANY

18246

SITUATION VACANT

NIGHT CLERK. Eurasian, speaking well English and Chinese wanted by British firm. Must be steady, reliable and able to supervise a considerable number of Chinese. Apply, stating previous experience and wages required to Box No. 366, THE CHINA PRESS.

18223 J.4.

WANTED: Eurasian stenographer, female, preferably one that can assist in general office work, permanent or half day. State former experience and wages wanted. Apply to Box 352, THE CHINA PRESS.

18186

AMERICAN PRESBYTERIAN MISSION, Temple Hill English School, Chefoo, desires to engage capable teacher of English, preferably a man trained in Bookkeeping and Mathematics. References desired.

18193

EDUCATIONAL

RUSSIAN student wishes to give lessons in Russian language to Chinese. Moderate condition. Apply to Box 371, THE CHINA PRESS.

18245

A YOUNG man, student, wishes to take English lessons in exchange for Russian. Apply to Box 357, THE CHINA PRESS.

18203

HOUSES TO LET

TO LET, from July 1st, 2 detached residences, 7 rooms each. Inspection afternoons, 20 Yates Road. Tls. 140; 486 Eugene Bard, Tls. 110. J. T. Hammond, 38 Nanking Road.

18244

TO LET: No. 6 Wayside Road, corner residence of five good rooms, near Wayside trams. Rent Tls. 60. Apply premises for inspection; further particulars Hammond, No. 38 Nanking Road.

18228

TO LET, 484 Rue Eugene Bard, at Dubail tram. Excellent 6 roomed semi-detached residence. Rent Tls. 70. Apply premises or Hammond, 38 Nanking Road.

18227

OFFICES, ETC., TO LET

FOR RENT: Office flat, No. 1 Hongkong Road, eight rooms, separate entrance, well lighted, facing North. Immediate occupancy. Apply to Andersen, Meyer and Co., Ltd., Manufacturing Dept., No. 7 Yuen-ming-yuen Road.

18229

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.
Telephone North 482.

No. 8 Quinsan Gardens
Tel. N. 1946

To let on 1st floor, large comfortable bedroom with dressing room and bathroom attached; suitable for small family; also, a large cosy attic facing South.

Oriental House
31 Boone Road

Two large rooms, one front and one back, with bath attached also a large attic, facing garden, hot water, moderate prices. Table under the personal supervision of the American proprietress.
Telephone North 1102.

18240.

TO LET, in a neutral family, near the New Park, a partly furnished flat of two bright, airy rooms with bathroom and verandah attached. Apply to Box 376, THE CHINA PRESS.

18254 J.4

TO LET, summer months, charming well-furnished house, western, near tram, piano and services good quality. Moderate terms all inclusive, 5 rooms. Apply 23 Weihaiwei Road.

18247 J.5

TO LET: Western district, cosy furnished rooms with board, American family, immediate occupation. Apply to Box 368, THE CHINA PRESS.

18226 J.4.

CENTRAL: To let large cheerful room with board, suitable for two bachelor friends or married couple. Apply Mrs. Benn, 9 Hankow Road, top floor.

18212 J.6.

TO LET, with board, large, well-furnished room, with bathroom and verandah; suitable for married couple or two bachelors. Apply 1 Young Allen Terrace, opposite Quinsan Gardens.

18169 J.2.

MISCELLANEOUS

THE CHINA AGENTS COMPANY are house coal distributors to any address in Shanghai. Phone 3022, T. M. Yates, Manager.

18241 J.2

SITUATIONS WANTED

EUROPEAN NURSE, at present employed, desires position with family going away for the summer. Apply to Box 377, THE CHINA PRESS.

18255 J.2

YOUNG Chinese with good knowledge of English and typing desires position. Rapid, accurate typing work. Accustomed to take letters from dictation. Offer trial. Apply to Box 374, THE CHINA PRESS.

18251 J.4

BRITISHER, married, considerable experience in China and at present employed, desires berth in shipping office or work connected with marine matters, with a view to bettering position. Apply to Box 375, THE CHINA PRESS.

18252 J.15

AMERICAN accountant, well recommended, one year's experience in East, wants position. Apply to Box 370, THE CHINA PRESS.

18234 J.4

ADVERTISER wishes to recommend a good reliable well-trained native house-boy. Apply to Box 369, THE CHINA PRESS.

18233 J.2.

GENTLEMAN (39) thoroughly conversant with English, French, Russian, Spanish, Portuguese and German, with long experience in Banking, forwarding and shipping in various parts of world, seeks position. Exempt from military service. Apply to Box 363, THE CHINA PRESS.

18220 J.2.

AMERICAN with extensive business experience and executive ability, at present employed, wishes to make a change. Qualified to take full charge of a department of branch office. No objection to outports. Apply to Box 360, THE CHINA PRESS.

18215 J.7.

AMERICAN accountant (university graduate) employed during forenoon, wants extra work in afternoon or evening. Apply to Box 361, THE CHINA PRESS.

18219 J.2.

LOST

LOST: On Friday evening, May 31, between 7 and 7.30 p.m., outside P. O'Brien Twigg's Drug Store in Broadway, a blue envelope containing letters. Finder will be suitably rewarded if necessary. Apply to Box 373, THE CHINA PRESS.

J.5.

Exchange and Mart

WANTED: A motor-cycle side-car, preferably Harley-Davidson model, in good condition. Apply to Box 367, THE CHINA PRESS.

18256 J.5

WANTED to buy a boiler 200 to 400 h.p. Lancashire make preferred. Reply to Box 272, THE CHINA PRESS.

18248 J.8

TENNIS-RACKETS newly arrived, from Mex. $1.80 up. Footballs and spare tires. Prices greatly reduced. For sale at V. K. Shen and Son, 9 Bubbling Well Road and 171 Avenue Joffre. Telephones: Central 1710 and 5346.

18250

FOR SALE: Full pedigreed Boston terrier, male pup, 2 months old. Can be seen by appointment at Room 210, Palace Hotel.

18249 J.4

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

18243

SLIGHTLY USED, 25 horse power, three cylinder, Union (kerosene) Engine, direct connected to Westinghouse 14 kilowatt, 125 volt, 112 ampere, direct current Generator. Selling price Gold $2,500.00. For information apply to Box 333, THE CHINA PRESS.

18242

EXCEPTIONALLY fine fur coat, cost in Moscow last winter Roubles 3,500. For particulars apply to Box 364, THE CHINA PRESS.

18220 J.2.

CODES for sale: Party has extra set consisting of Western Union, A.B.C. 5th Imp., Bentley's complete phrase and Lieber's. All new any reasonable offer accepted. Will sell as a whole or separately if desired. Apply to Box 365, THE CHINA PRESS.

18222 J.2.

FOR SALE: Spot Cargo: Quinine Sulphate U.S.P. in 100.oz tins. (The Export of this is now "Embargoed" from U.S.A.) For price, etc. Apply to Box 269, THE CHINA PRESS.

18230

FOR SALE: Spot Cargo. Ribbed and maized wire glass 84"×36" ¼" thick. Apply to Box 270, THE CHINA PRESS.

18230

FOR SALE: One garden pump in good condition. Cheap. Apply to Box 359, THE CHINA PRESS.

18205 J.6.

ST. JOHN'S University would like to buy a new or old large Lawn Mower. Size 24 inches or wider. Repair parts for a "Green's Silens Messor," 24 inch mower, are also needed. Address H. P. Sailor, Repairs Department, St. John's University.

18188 J.2.

REFRIGERATORS. Insulated Tile Lining, save ice, cool air circulation is maximum. Easy to keep clean, in all sizes for sale at very moderate prices. V. K. Shen & Son, 9 Bubbling Well Road.

18195

Melodramatic War Romance of the Trenches

How Lieut. Singer, American Millionaire, Gallantly Helped Mme. Puget to Disguise Herself as a Soldier and Find HerHusband at the Front --and Now, Her First Mate Fallen Under a German Bayonet Thrust, Will Marry Her

© INTERNATIONAL FILM SERVICE.

Mme. Puget and Lieutenant Singer at Pasadena, California, Where He Is Recovering from Being "Gassed" on the British Front.

Andre Puget, to Whom His Adventurous Wife Made Her Perilous Pilgrimage to the Fighting Line in France.

Mme. Simone Puget, Whose Husband, the Famous French Poet, Was Killed in the Trenches and Who Will Become the Wife of Millionaire Lieutenant Singer.

ONE of the most melodramatic stories of love, daring intrigue, perilous adventure and hair-breadth escapes which have come out of the war is the love story of Mme. Simone Puget, charming young widow of the famous poet, and Lieutenant Frederick Singer, of New York, who is serving with the British army. It is a story that has all the elements of a thrilling stage play, and one of which only a vivacious, willful young French woman could have been the heroine.

Mme. Puget was, at the beginning of the war in 1914, one of the most romantic young women in France. Her husband, Andre Puget, was one of the most distinguished of all the modern French poets.

Lieutenant Singer is the son of the millionaire president of the Singer Sewing Machine Company, of New York. He enlisted for Britain early in the war, and won his commission under fire in the first battles in Flanders.

When France issued her mobilization call in 1914 the poet and his wife were travelling in Asia. They hurried back to Paris and the poet joined his regiment while Mme. Puget took up her residence in the city and gave her time to the organization of the war relief work.

After the battle of the Marne and the retreat of the Germans to the line where they dug in, many influential French women whose husbands were at the front found occasion or excuse to visit them, or, at least, to take stations, ostensibly for hospital or relief work, near enough to the front to keep them near their loved ones.

This custom became a menace. The war office ruled that if the wife of a soldier or officer were found in the war zone, on any pretext whatever except under pass from the high command, that soldier or officer should be shot.

Mme. Puget had visited her husband at the front—she was young, still under twenty-four, and he was not yet thirty. Their romance had never lost its honeymoon fervency. But when the death order was issued she hurried away from the region near the front that her husband might not have to pay the penalty for rashness.

Then the husband was wounded. Bitterly he bemoaned his misfortune in not being so badly hurt as to necessitate his removal to a hospital near Paris. He was only sent to the rest trenches a few miles behind the active zone.

By a Belgian peasant M. Puget sent his wife a rough diagram of the vicinity of the rest trenches, marking down the roads and general directions she was to follow in reaching the peasant's farm where, he told her, he could meet her daily if she would only come to him.

She dressed herself as a peasant girl, in a simple, rural frock, and carefully removed from even her underclothing every mark of identification. With Peluche, her husband's favorite dog, who seemed to sense the meaning of the expedition, she started off to Flanders.

When she neared Hazebrouck, which was on her road she was frequently stopped by officers. To each one she told the story of a dying grandfather, on a little farm just a bit further on, and how he had sent her word that she must leave her mistress and come to him. She had brought her mistress's dog along, she explained, to protect her from so many soldiers.

Always the officers laughed at her trust in the dog. Nearly all of them patted her under the chin, at which she would drop a little curtsey and her eyes, too. None of them was very bothersome until, just at the outskirts of Hazebrouck, a sentinel demanded a kiss "for the grandfather's sake."

Mme. Puget might have paid—she confessed she was just about to comply and mark the expense of her passing down to a soldier's profiteering, when she spied a rather elderly officer standing a few yards down the road. Then she changed her mind about the kiss and screamed. When the officer ran up she was in tears and almost hysterical. When she told the officer how unhappy her grandfather would be if she would have to tell him that she had been compelled to kiss a strange soldier, the officer was very pathetic and very indignant. He ordered the soldier her arrest and volunteered to see that the tearful peasant girl was passed along to her destination. He escorted her to the nearby house, where there was an officers' mess.

At the house where the officers were gathered Mme. Puget was in a quandary. She would not dare tell the location of the peasant's home, for she knew that even her gallant elderly officer could not pass her so close to the trenches. She kept her tears flowing to give her time to think of a way out of her new dilemma when, glancing out a window, she saw, stalking into the yard, a tall, athletic looking young officer whose stride was, someway, familiar to her. She was racking her brain for a memory of this figure when the young soldier came through the door.

She recognized him at once—an American whom she had met in India while on a visit there with her husband. She had forgotten his name, but this was supplied her when the first officer presented her, with elaborate politeness which he carried off with a knowing smile to the younger man, to "Lieutenant Singer."

Lieut. Singer was very gracious to the little peasant girl. He sympathized with her predicament, explained by the other officer, and said he would like to help her, too, especially because her face was very familiar to him—she was so like a young French woman whom he had met, a year or so before, in India. As soon as the elderly officer turned his back Mme. Puget motioned excitedly with her hands—then she whispered. The lieutenant was startled at first, when he realized that the peasant girl was his friend in disguise, but Mme. Puget stopped his exclamation with a frantic gesture.

The lieutenant managed to get her out of the room, away from the other officer. There Mme. Puget confessed everything to him—told him where she wanted to go, and why.

In half an hour a certain officer had found a khaki uniform that fitted the slight young woman as well as the average Tommy's uniform fits its wearer. Mme. Puget cut her hair short and presently appeared looking for all the world like a rather slim but well set up young British Tommy.

The gallant soldier strode down the road with his "orderly," carrying two baskets, following in his footsteps. No one stopped or questioned an officer accompanied by his orderly. When they had walked quite a good many miles, past the lines beyond Hazebrouck and well toward the first trench district, her escort guided his companion to where some railroad cars were being loaded with munitions and other things for the front. He watched his opportunity and hid her in one of these cars, advising her to keep quiet, keep the dog quiet and do the only thing possible—trust to luck to give her opportunity to jump out when the train approached the neighborhood of the peasant's cottage.

The train moved on at dusk. Mme. Puget, cramped under big piles of what seemed to be uniforms and other clothing destined to the soldiers under fire. After many hours of spasmodic starting and stopping, with occasional rumblings along for miles at a stretch, there came a long halt in a neighborhood which Mme. Puget thought must be near her destination. She was almost frozen, and Peluche, the dog, was shivering pitiably.

The young woman lifted out her head to reconnoitre and saw a group of rough Flemish soldiers, who had been travelling by the train, warming themselves at a fire they had built near the tracks. She could not leave the train without being seen, and yet if she remained hidden she would die, she feared, with exposure—and Peluche, too. She decided to risk it.

The appearance of a woman in their midst, dropping apparently from nowhere, created a sensation among the soldiers. Yet they sympathized with her condition.

A storm came up and the men crept under a box-car to get out of it. They motioned to the young woman to follow their example. They all huddled together—too close for Mme. Puget's comfort. When she could stand it no longer she screamed for protection, and this brought a young Belgian officer hurrying up to the box-car. To him she confided her errand, in the best Belgian dialect she could muster. He led her to the peasant's farm.

Mme. Puget's husband was kept in the rest trenches near by fifteen days. Each day he managed to pay a visit to the farm house, where his wife watched eagerly for him. They were precious hours, and altogether too short, for had either one been caught death would have been quickly meted out to the offending soldier. But they were not discovered and when he was pronounced well again M Puget was ordered to rejoin his company.

The young wife then returned to Hazebrouck, where, assuming her rightful identity, she attached herself to the hospitals. It was here news was brought to her of her husband's death—he had been killed in a charge.

For a long time Mme. Puget hovered between life and death. When she recovered her strength again she asked to be assigned once more to hospital work, and was sent to Cote d'Azure, a hospital close to the British lines. The first patient assigned to her there was Lieutenant Singer, who had been brought in suffering from a severe gassing.

That was more than two years ago. The lieutenant recovered, thanks to his careful nursing, and returned to duty. Whenever he was given leave he went to Paris, where Mme. Puget had been transferred. At the Somme offensive the lieutenant was gassed again, under circumstances that won for him the French Military Medal for Valor and the British Distinguished Service Cross. Again his nurse was Mme. Puget.

The lieutenant is recuperating now at his home in Pasadena, Cal. Mme. Puget came to America on the same boat with him. Their engagement has just been announced.

The New Apron, Pantalettes and Ruffle Dresses

By Lady Duff Gordon

AN intimate gown is this one at the lower left. Frank and charming it is without doubt, but not as intimate as it seems. It is an evening gown of the gossamer variety. Transparent it is as the sheerest veil, light of weight as a cobweb, apparently of the same ephemeral quality. Its building material is chiffon.

It is a quaint frock, of girlish quality. Built on straight lines, it is of ankle length. The skirt is scant, of two yards width. The trimming is arranged in unique fashion, of alternate bands and ruffles of ribbon. The full ruffles are of twice the width of the bands. Both are of silk of a light shade, with a heading of darker hue. The girdle is of mingled light and dark ribbon of the darker and paler shades used in the ribbons and ruffles. Like the other garniture, the girdle is raised slightly in front, giving a graduated effect. The bodice is of lace and net arranged in lingerie effect. A slight band of net crosses the shoulders.

The gown has an indescribable freshness and delicacy. Instinctively upon looking at it one thinks of youth. I have given it that name.

HERE is an evening gown that strikes the note of elegance in after six o'clock attire for the Summer. The fresh frock which a maiden wears for dinner and a dance and over which she flings a filmy wrap to protect her from Summer breezes for a stroll or flirtation on the paizza has an excellent model in this. It conveys the impression of cleanness and coolness that is the very breath of Summer. The petticoat is of chiffon, gathered moderately full and finished with a fold of narrow ribbon. Above this fold is a design of ribbon embroidery. Over the skirt is worn a straight tunic of heavy taffeta. The tunic, reaching within six inches of the skirt border, is trimmed with graduated ruffles.

The ruffles have an old fashioned flat gathered heading. The ribbon embroidery enriches the deep scalloped spaces. The very low cut bodice with net ruffles is reminiscent of Colonial days, while the three-quarter lace sleeves with their flat border of ribbon, are the last note in modernism. That line which has been described as the most beautiful of a woman's figure, extending from the shoulder to the bust, is defined by the ribbon border, flat and narrow, that gives elegance and distinction to one of the most artistic creations.

The girdle is the most elaborate feature of the costume. It is made of satin. Its distinctive feature is that it is not one girdle, but two, in different shades. They are so arranged that they cross diagonally in front. The darker one has two rows of shirring that breaks the line in front. It is fastened with loose, full loops and soft, fringed ends at the sides. I am more gratified by this creation than by any I have produced for several of my most fruitful weeks.

The Very Latest Fashions for Spring, with Their Most Interesting and Authoritative Features

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dresesd women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are: at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

THE pantalette is, as it were, the motif of the creation below. A glance discloses it as a gown cut on modern lines. A second glance reveals the pantalette "plot," as clothes builders say, of the costume. The filmy foundation, sheer and traced with a light design of embroidery, crosses in front, and is scant at the ankles, giving the suggestion of the nether garments that prevail in harems. But over this foundation hang extremely full folds of ribbon edged net.

The exceedingly low bodice is of net. Across the corsage line are arranged full lace ruffles, held in place by what seems perilously slight shoulder bands of net, looped in front below the shoulder. The girdle is a touch that doubles the richness of the gown, giving it substance and something of stateliness. From the girdle hangs a streamer of the velvet, to which is attached an ornament of pearls. This pearl ornament corresponds with the one on the bodice.

AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 2, 1918

U.S. ARMY MEN ARE SENT TO MAXWELL CO. PLANT

Training School For Mechanics Taken Advantage Of By Men In Big Camps

The Government of the United States has selected the Maxwell automobile factory as its model. The much-sought honor came to the company unexpectedly.

For years the Maxwell Company has conducted a training school for dealers, salesmen, owners and mechanics. Pupils are given a course of instruction for two weeks without charge, and upon completing the course graduates are capable of properly caring for Maxwell automobiles.

The constantly growing army demands mechanics far in excess of the supply. The better the army mechanic the smoother running is going to be the delivery of supplies and ammunition and guns to the front line soldiers.

Repair men and army officers were picked at Camp Custer, Mich., for special training. These men were to be sent to school for high-class special instruction on motor car construction and repairing.

That the Maxwell automobile school was selected because of its quick, thorough training is a strong indorsement of the Maxwell policy.

Camp Custer was first chosen as the most desirable place for instruction, then the men to take the course were chosen.

They were segregated from others in the school and put through the entire two weeks' course in a special class. Every courtesy was extended the army men, who diligently applied themselves to their work.

After finishing their work the army men returned to their particular units for actual duty.

Corporal Corells, Battery D, Regiment 330, Field Artillery, was enthusiastic over the thoroughness of the instruction.

When he reached Camp Custer the things he had learned astounded him to such an extent that he voluntarily wrote back telling of the wonderful training. He says:

I can say that after working in auto factories and in garages for several years I believed I knew a little of everything, but the Maxwell has a system of teaching that no other factory has, and I learned more there than in all my previous years of work. It's a grand institution.

Curtailed Production Not An Unmixed Evil

Much has been written about curtailment of motor car production as a not unmixed evil, but the whole has not been said, writes a New York expert. What, for instance, of the benefits to those manufacturers who have in the past consistently overproduced their goods? They have been forced to sacrifice their stuff at the tail-end of the season, usually by the method of loading up dealers with their goods at prices supposed to be attractive. The dealers have made use of the leeway to give greater allowances on trade-ins, in order that the general public might not be let in on the fact that the cars were being sold really at cut prices.

Usually it has been the largest manufacturers who have overproduced their market. This comes about in the system of schedule making in order to keep up to a certain mark in the records of cars shipped. The fear of showing a falling off in any quarter's business is back of this overproduction. Then, too, dealers and distributors are signed up for quotas in excess of what it is known these agents will be able to take. If they do as well as 80 percent of their scheduled totals they are likely to get bonuses from the factories.

However, in order to make sure that the dealers will keep approximately to their schedules the factory production is pushed. The mass of cars on hand and coming through is a good driving force behind the sales department. If for any one of a variety of causes production gets too far ahead of sales the slaughter has to commence.

With production curtailed, as it has to be under the present conditions, some manufacturers will really be in better shape. They will avoid the necessity or possibility of getting out more cars than the public can absorb. In fact, the conditions point to under-production, a far more healthy state for future business than the approach-to-saturation conditions of the last two or three years. One is justified in thinking that from many angles the new order of things is a benefit to the manufacturer in the industry, if not to the dealer.

Darwinising The Motor Shows Its Many Advances

Evolution In Past 15 Years A Review Of The Passing Of Many Engine Ideas

In the somewhat more than 15 years since the American motor car passed from the experimental stage, no part of the mechanism has gone through a more interesting process of evolution than the engine or motor, as it is commonly called. Many types of power plants have come and gone and today construction has practically standardised four types, the conventional poppet valve design, the air-cooled engine, the sliding sleeve or Knight motor and the steam power plant.

In the years that have gone before we have seen many other types make bids for popularity and for some reason or other fail. The list includes the rotary valve engine, the revolving cylinder, oscillating sleeve designs, piston valve engines, two-cycle plants, and others. Today there is the Diesel, a definite type, which has not yet been tried for passenger car work, but which looms up as a possible development of the future.

We shall concern ourselves first with the four types that hold the center of the passenger-car stage today, as they alone are of practical interest to motor-car owners. The poppet valve engine is the prevailing type. Nor are the reasons for the supremacy of this type of power plant far to seek. It is cheap to manufacture, is simple in operation, is reliable and generally efficient. It is difficult to beat this array of qualifications.

Air Cooled Engine

The poppet valve engine has the intake and exhaust valves placed at some location in the cylinder head. In the poppet valve engine, the valves, or devices for controlling the flow of gases to and from the cylinder, are in the form of mechanically-operated discs. Take a silver dollar, bevel the edge and fasten a stem pencil-shaped to the center and you have a poppet valve in appearance. The stem is moved by mechanical connection, by means of a cam, so that as the cam turns around it strikes the intermediary which in turn pushes the valve upward. The valve is closed by spring pressure. This type of engine is used on practically all modern automobiles. While it has been demonstrated that other types of engines may give better service under certain conditions, it is almost axiomatic that the poppet valve types give greater returns on an equal expenditure and this is why it finds a place on most of our passenger motor-cars.

The air cooled engine is used today by two makers, Franklin and Holmes. Both these engines are of the poppet valve type, but their radical difference in cooling method certainly entitles them to distinct classification. Among the obvious advantages of the air-cooled power plant, one of the chief is the saving in weight through the elimination of radiator, water jackets, pump, etc. The freedom from freezing in winter is a point that the past few months have served to emphasise. The air-cooled engine shows certain definite economies over its water-cooled rival, principally through the weight saved. However, the water-cooled engine of the same size as an air cooled one, will give a greater power output. In ordinary service the question of power production is not a paramount one. After enough power is assured, more is simply excess, so that the air-cooled engine's limitations in this direction are more theoretical than real.

Sliding Sleeves

The Knight sliding sleeve valve engine, instead of the ordinary poppet valve, utilises sliding sleeves inside the cylinders. In these sleeves ports are cut and as the sleeves slide up and down, the ports register with the manifolds and the cylinder. These sliding sleeves are operated by rods from an eccentric shaft, corresponding to the camshaft which operates the poppet valves. The really outstanding advantage of this construction is its quietness in operation. The sleeves sliding up and down make, comparatively speaking, no noise at all. Another advantage is the freedom from carbonisation troubles; the formation of carbon has no bad effect on this design. In the early designs great trouble with lubrication was encountered, but that has all been overcome. One drawback of the type is its inaccessibility in case anything goes wrong, necessitating dismantling to get at the interior.

Steam which enjoyed a period of positive pre-eminence, has fallen from that high estate, but still retains two adherenets in the Stanley and Doble steamers. This propulsive medium is unequaled for flexibility, quietness of operation and gives adequate power and speed. In its present exponents the factor of economy (it uses kerosene), is a notable talking point and the old trouble of frequent water replenishment has been obviated. In fact there seems to be a well defined opinion that steam is about to undergo a rejuvenation.

The Post Mortem

Having disposed of the living, we shall now hold a brief post mortem on types that have passed. Most important is the rotary valve engine, which uses by way of valves long bars of steel or iron, revolving in the cylinder head. These bars have ports cut in them and proper registration with manifolds and combustion chamber, to insure entrance and emission of the fuel. Many engineers believe that the rotary valve is destined to a return in the not distant future.

The Final Types

The final type which we shall consider is the piston valve engine, which has never actually been used in passenger car construction, though many designs have been placed on the market. In this type small pistons are used to control the intake and exhaust ports. These pistons move up and down in their individual cylinders just as the ordinary pistons do. While its adherents have claimed that the piston valve tended toward simplicity, their claims are scarcely borne out in practice. Engines of this type are bulky, the internal resistance is increased, lubrication is complicated and the valve gearing is also complicated, with the additional disadvantage that it is hard to get at, and difficult to repair.

To sum up, there is no present probability of the poppet valve, water-cooled engine, being displaced as the leader in the field. It is not the ideal power plant, but for a given expenditure it offers the most. Like everything in the engineering field, it is simply a compromise and it will continue to prevail until some other compromise that embodies more of the desired factors comes along to replace it.

Would Date All Cars As They Are Built

A used car dealer says: "I know we have automobile laws enough, but here is one that ought to go through. This is a regulation to require makers to stamp on the engines or other parts of the cars the date of manufacture. If this were done motorists wouldn't be fooled in thinking they have a car of one season's vintage when they have one of the season before. You know that oftentimes there are cars carried over from one season to another, especially if the changes in model are not very marked. The average man doesn't know whether he is getting a fresh car or a slightly stale one. The factory knows by the series number. So does the dealer. But the customer finds it out only when he comes to sell his car. Then he learns that what he thought was new stuff isn't at all. There should be a sort of branding law that would protect the buyer of the car."

Don't Spin Wheels To Get Out Of Ruts

It is a natural impulse when the car stalls in soft going to jam down the accelerator to get all possible power from the motor. But if the car has stalled because the rear wheels cannot take hold in soft mud and are slipping around, this is not the best way out. The whirling wheels simply dig down deeper. It is better, after shifting into low, to let the motor run at comparatively low speed and edge the clutch in gently. This will give the rear wheels a better chance to take hold. Often one can get out better under these conditions if there is a load in the rear seat.

If the wheels continue to slip at slow speed, it becomes necessary to tie ropes about the rear wheels or to throw straw or brush under them. With a light car one can often help it forward by placing one end of a stout plank or pole under the rear axle and with the leverage thus gained lift it forward while another applies the power slowly.

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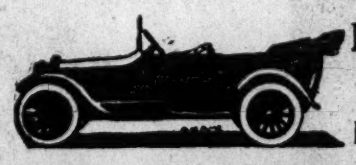

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Car's Seat Arrangement Should Fit Buyer's Needs

A Body Of Proper Capacity Will Give The Best Service, Says Motor Expert

By Merle Shepard

Seating layouts have been the subject of a great amount of study on the part of car designers, and they are of great importance to the car user. The man who owns the car can be made far more comfortable and far better satisfied with his purchase if the seating layout within the car suits his own particular desires. The first cars which were produced under the name of the touring car were all alike in seating arrangement. The front seat was continuous and accommodated two passengers, while the rear seat was also continuous and accommodated three. Thus, five-passengers and touring car were practically synonymous. After a while they found it necessary to carry an additional passenger or two, from time to time. This led to the development of the auxiliary seat. These folded into the backs of the front seats and were quite common in touring car and limousing usage. These seats, however, due to the fact that they had to be of a folding nature, were never as comfortable as the regular seats, and even at the present time are not desirable for a person who has to make long trips.

This method of seating has been more or less conventional, but there is a noteworthy effort on the part of car designers to break away from this conventional type of seating, and to get something of a more useful nature and at the same time an arrangement that will be of maximum comfort from the owner's standpoint.

The Divided Front Seat

The divided front seat has been one of the most important attempt in this direction in recent years, and the examples of divided front seat construction shown herewith illustrate the ease with which the passenger can make his way from the rear compartment to the front compartment without leaving the car or without climbing over the back of the front seat.

Some body builders state that they do not believe in the divided front seat, because it weakens the body, due to the fact that it breaks the strength of what otherwise would be a continuous cross member, helping greatly in the stiffness of the body. It has a strong following, however, and will no doubt continue to be used in certain types of bodies. One answer to the claim that the divided front seat weakens the body is that it reduces the necessity for four doors, allowing the body builders to make a two-door job with one door at the right rear and the other at the left front. It is natural that with half as many doors the chances are twice as good to avoid door rattles and speeks.

Of late years there has been some tendency toward freak seating, but this has not attained any great weight. A very clever arrangement that is shown on this page is one in which the seat to the right of the driver swings out with the door, allowing two passengers to enter the front or rear compartment and at the same time maintaining a desired width of seat both for the driver and his right-hand neighbor.

In choosing the seating arrangement of a car, the prospective buyer should have in mind exactly the purpose for which the car is intended. If he is to ride alone a great part of the time and with only one companion during the remaining part of the time, it is very foolish for him to buy a five or seven passenger car, as it means just so much dead and useless weight carried about. It is possible to save 200 or 300 pounds by choosing a body with the minimum seating capacity which is desirable from the viewpoint of the purchaser. This 200 or 300 pounds means a substantial amount in the fuel economy and also in the accelerative ability of the car. On the other hand, it is equally foolish to buy a roadster when every few days it is necessary to pile five or six people into the car.

Quite often we see roadsters with passengers on the running boards, rear deck and even hanging on the tire carriers. This not only overstresses the car, which is not designed to carry that weight, but also shortens its life to a considerable extent.

Cars which are designed for three passengers generally are designed on a basis of a 450-pound load. It is usual engineering practise to allow 150 pounds as the weight of each passenger, this being considered the average weight of a man. Factors of safety of a sufficient amount to take care of any excess load over this average amount are always used in making the calculations. Nevertheless, if a car is desired for two passengers, or 300 pounds, and the owner is in the habit of carrying four passengers, or 600 pounds, the reduction in the life of the car and its satisfactory performance are sure to be noticeable.

Affects The Springs

One of the points which is determined by the passenger capacity of the car is the spring suspension. Roadsters as a rule are easier riding than touring cars, when the touring cars are not carrying their full capacity. The reason for this is not difficult to find. A touring car is designed to carry comfortably its rated passenger load; that is, the operations on a five-passenger touring car are so designed that they are exactly right for a load corresponding to the weight of the body, plus 750 pounds for passenger weight. When the touring car is only occupied by one person, the operations are too stiff and they do not possess the same easy action in absorbing the motion, due to impact with inequalities in the ground, that they would were the rated load carried upon them.

Another point in favor of the roadster where it is correctly designed for its passenger load as compared with the touring car as occupied by only one person, is in the driving efficiency. The greater the angularity in the universal joints, the more power is lost in transmission. In a five-passenger touring car the drive is designed to be practically a straight line when the full load is in the car. It is quite easy to see that with only one passenger in the car the drive will not be a straight line because the operations will not be depressed to the same degree, and consequently the body will remain higher. On a roadster, on the other hand, which has a designed passenger capacity of, say, two, then the proper condition is far more nearly approached when there is only one passenger in the car than in the touring car. The result is that the springs are operating at a much higher efficiency than they would be if underloaded to an extent equal to that of the single passenger in a five-passenger touring car, and easier riding prevails.

Personal Factor Remains

There will always be a difference of opinion in the matter of personal choice in seating. Some people prefer the very low, racy seats in which the occupant lies practically flat on his back and gazes out through the spokes of his steering wheel. Others like the erect position with the steering wheel practically horizontal, resembling more the brake on a freight car. Between these two extremes comes the average motorist. It is a condition which we all remember in the bicycle days, where we would picture the dignified gentleman sitting on a high-framed bicycle with back erect, as compared with the man of more or less sporting type who preferred the low frame bicycle with his back arched like that of an angry cat. The personal factor is there, and for that reason we will always have a variety of seating layouts and arrangements in automobiles.

Passenger Cars Head Many Calls In U.S. War Work

Automobile Men Spend Time And Money For Nation, Says Chevrolet Dealer

"Automobile men have spent millions in buying bonds, and are surely doing their part," says L. D. Allen, head of the California Motor Sales Company, distributor of Chevrolet cars. He added:

"We saved time and promoted efficiency by using automobile in this work, a few hundreds of thousands of them at least. We have just built a group of great cantonment cities completely equipped, and with room enough to house a million men. "It would have taken us six to nine months longer without the automobile," a contractor told me, and he had built two of the biggest cantonments. I am talking about the passenger car now. And these are some of its emergency uses.

"For there are some 4,000,000 of these passenger cars in this country. They are traveling 40,000,000 miles every day—the equivalent of 1,600 times around the earth. Their estimated annual passenger-mile service is 60,000,000,000 against 35,000,000,000, for our railroads. Think what this means in transportation. Do you realise that our passenger automobiles could move 30,000,000 people—one-fifth of our population, comfortably seated—a hundred miles a day with one filling of gasoline? The picture is staggering, not only because of its colossal size but because of the conception it gives of the marvelous flexibility of this huge transportation machine."

Throttle And Spark Use Determines Efficiency

By Wm. H. Stewart, Jr.,
(*President Stewart Automobile School*)

One of the least understood levers on the car is the spark control lever. Yet economy of operation, safety and a number of other things depend upon its proper use. The beginner retards it as directed when starting, merely because he has been told to do so. Such a thing as control on the road, or even the reasons for moving it at all are completely beyond his knowledge.

Of course he known that this lever controls the spark which fires the explosive mixture in the cylinders. But the matter of advancing and retarding the spark is so hazy in the minds of most motorists that what follows will hardly be understood unless preceded by a few words of explanation.

In order to have the engine run in the right direction, the spark must occur on the power stroke just as the piston is starting down. If the spark should occur while the piston is going up it might stop the engine or start it running backward. Evidently it is important when starting the engine to have the spark occur on the downward stroke of the piston. This is done by retarding. If the spark lever is advanced too far, explosion will occur on the up-stroke of the piston, forcing the fly-wheel backward, and possibly injuring the operator if he is cranking by hand, or breaking the starting mechanism. With present systems using self-starters there is no danger of a broken wrist, but something must give and it is usually the starter gears or sprocket, necessitating an expensive repair.

Easy To Retard Spark

It is easy to retard the spark on a strange car if you understand the procedure. Remove the cover of the distributor so that you can watch the distributor brush. Be sure that switch is off. Crank engine and note which way the brush revolves.

If it turns the same way as the hands of a clock we call it "clock-wise" motion—if the opposite way it is "counter-clock-wise." Having learned which way the brush turns we must turn the distributor in the same direction in order to retard the spark. Remember the rule so that you may always apply it correctly. Turn the distributor in the same direction as the movement of the brush. This applies equally to a magneto, but here we watch the turning of the drive shaft and turn the breaker box the same way. It is not even necessary to remove the cover of the breakerbox. Crank the engine, noting the direction of rotation of the armature and move the breaker-box in the same direction.

If it is necessary to retard the spark in order to start the engine it is equally necessary to advance the spark in order to give power to the engine. The piston moves so rapidly that it will be partway down the cylinder before the explosion catches up with it, so that the most important part of the stroke is lost.

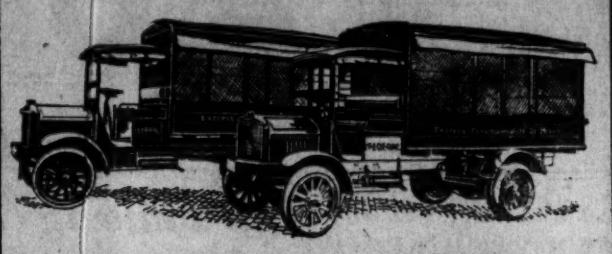
By advancing the spark the explosion occurs earlier and the full length of the power stroke is used.

Keep Spark Advanced

This matter of advancing and retarding the spark should be carefully attended to on the road. A safe rule is always to keep the spark as far advanced as possible short of causing the engine to knock. On some cars the proper point is marked on the seotor; on the others the lever is pushed along to the limit of motion. This is for use at all times, expect on a hill. As soon as the car slows down appreciably what is known as a "spark knock" occurs. This is due to the fact that the spark occurs on the compression stroke. The explosion meets the piston coming down and endeavors to force it down, causing a knock. This does not happen on a level road unless the engine is overloaded because the brank shaft turns so rapidly that the piston has time to pass dead center and start downward before the explosion pressure is developed. But when going up a hill the engine slows down and the knock occurs. The remedy, of course, is to retard the spark just enough to stop the knock.

So it is necessary to keep the spark advanced in order to develop the power of the engine. But there is another important reason, and that is to prevent the engine from overheating. We must ignite the gas in the cylinder as early in the stroke as possible in order to have it burn up before the exhaust valve opens. This is to prevent the flame of the burning gases passing over the valves and so overheating and burning them. The operator who runs with retarded spark loses power. In order to over come this he opens the throttle wider than is necessary, feeding more gas to the cylinders than can be burned in the short time before the exhaust valve opens. The resulting flame, passing through the valve ports, overheats the engine.

The careful operator keeps the spark lever just ahead of the throttle lever on a level road. As he needs more speed he opens the throttle more and then advances the spark lever as well. It will be seen that this cannot be done on a hill. Here the engine cannot run so fast, and so the spark must be retarded. At the same time we need more power, and so the throttle must be opened more than usual. The position of the levers is thus reversed and must continue so until the car reaches a level road or runs down hill. These few hints should enable the beginner to get best results from spark and throttle.



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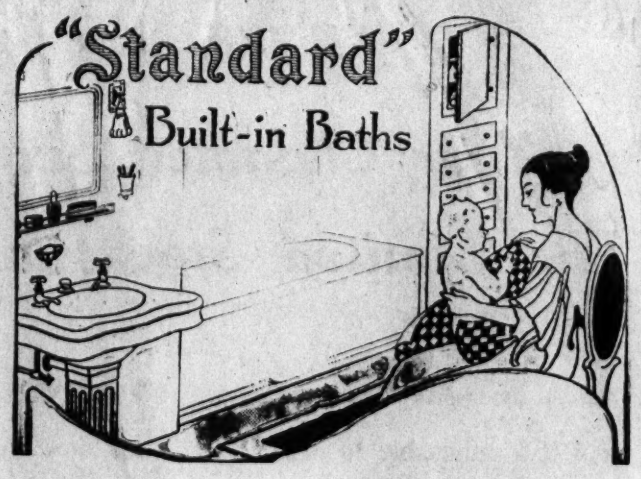

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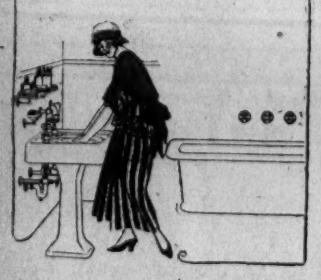

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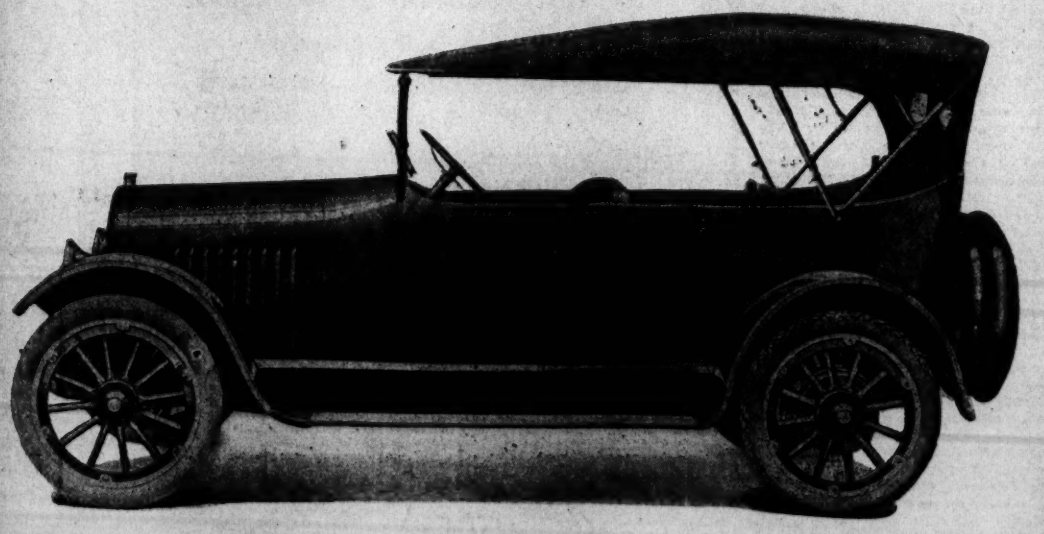

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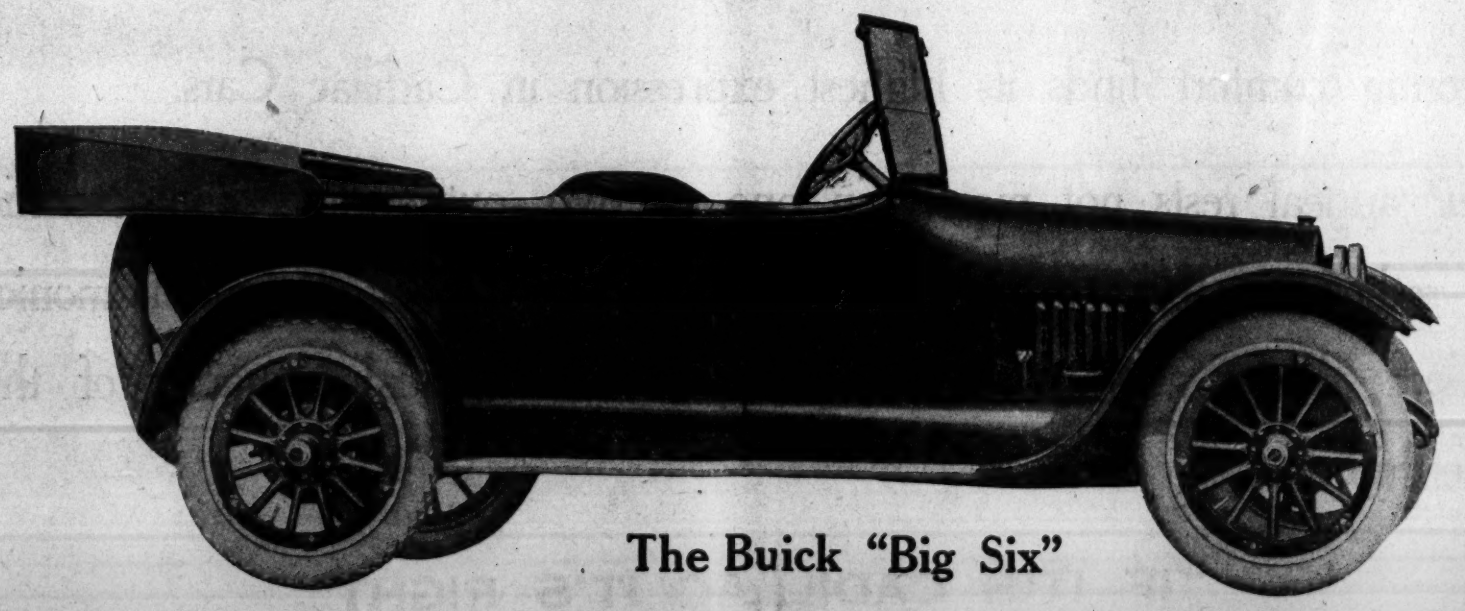

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Romance Of Briscoe Motor Is Told By Its Producer

The romance of the "Half-Million Dollar Motor," heart of the Briscoe car, how it came to perfection after a year and a half of work in a tiny shop in Paris, growing out of consultations and laborings with famous European engineers, is told by Benjamin Briscoe, head of the Briscoe Motor Corporation, in a recent issue of the company's publication. Mr. Briscoe writes:

It is safe to say that down in their hearts, everybody has a desire to own a real motor car—fully equipped and with every possible built-in refinement. They want beauty of line, genuine efficiency and sturdy, lasting qualities. They want a car that can be run economically, and that can be kept out of the repair shop. They want this car to carry pride of ownership, happiness of possession. The chief reason that people of moderate means don't own this kind of a car is because they haven't been able to buy one at a price that the average person can pay.

For a number of years, it has been my desire to give the men and women, the families of the United States, just such a car as this. I wanted to build that car so well, to make it so beautiful, so strong, yet light, so powerful and so economical of upkeep that every obstacle in the way of the motor car enjoyment of the great army of American people would be overcome.

The accomplishment of this purpose presented a tremendous problem to me, but that problem has been solved. When I started, I would not have believed that the car of my dreams would be built around a Half-Million Dollar Motor. To carry out my plan I must live and work in an atmosphere of leisurely thoroughness. There was only one place that would suit my requirements. That place was Paris. So, in the Spring of 1912, accompanied by a number of my former associates, I sailed for the French capital.

There the story of the Half-Million Dollar Motor started. It was produced in Paris, entirely in the French way—slowly, carefully and without regard for cost. Time was not considered. There were no instructions marked "Rush." Frenchmen cannot be hired to work that way. If they could, it was not my intention to crowd them. My thought was just the opposite.

Not only did I wish to work in the slow and studied manner of the old world and in the creative environment of Paris, but I wanted to combine the scientific knowledge of foreign motor car engineers with the facility of production methods in the United States. Once I had the complete model, it would be easy enough to make standard parts in great numbers in America, to be assembled abroad so that the finished cars could be distributed in Europe. This happy combination would insure a quality car at a very attractive price. My idea was to operate the principal factory in this country, and to also conduct a branch in France.

Paris is motor car headquarters of the world. It contains nearly one hundred and sixty places where automobiles are built. The output of many of these shops is small—three or four cars per year. With three or four exceptions there are no motor car factories as we understand them. Following the French tradition, motor designs are usually made in "studios" and generally carried out in tiny shops.

The proprietors of these shops are creators of ideas as well as artisans of the first rank. They are never satisfied. They build and tear down, to build again. They are individualists who are inspired with the same impulses that govern an artist in painting a picture; and like the painter, they never produce two results exactly alike.

Naturally, here was the proper place to design and build the car I had in mind. Here was headquarters for automobile ideas in which the French excel all others. Here I could take the threads of a dream and weave them into a fabric of fact—in the atmosphere of temperament. I knew that I could depend upon the aid of French experience, which I proposed to inject into the efforts of my own corps of specialists.

So we took off our coats in Paris, and started our task. My brother Frank and I visited nearly all of the little automobile shops before we started to design the heart of our car—the motor. We nosed around continuously for a matter of a month, looking over a great many cars and a great many motors. We watched the Frenchmen at work, saw them building from the ground; saw their cars in various stages of construction and in many case returned to find the motor, steering gear, or the transmission dismantled and being changed.

The Frenchman doesn't build for power. He builds for economy of gasoline consumption. Fuel is high in France. At that time, it was fifty cents a gallon. This was the first great lesson to us. If we were to make a motor for a car that the man of moderate means was to own and operate, we must get big mileage out of the fuel—and to meet American requirements, we must get the power, too.

Frank and I watched the French motor designers at work. We saw how carefully they worked out their problems of economy by the careful study of the relation of bore and stroke. Here was the principle that we had long been seeking. To get what we were after in a successful engine, we must couple this efficient French principle to the high power required on American roads. We must employ the aid of French engineers.

I knew the great Sizaire, the creator of the long-stroke, small bore motor. In the first car equipped with a motor of this type he had won the great road race between Paris and Boulogne. That car was a Sizaire-audin. Sizaire afterward gained world wide fame in his connection with the production of the Sizaire-Berwick car, considered by many the finest in the world today. I made up my mind that we must have Sizaire as a consultant, and sought him out and engaged him after a protracted negotiation. Sizaire radiated an atmosphere a positive knowledge. He had much to give of his old world skill and he was generous to the little Briscoe organisation in France—and to you, my fellow citizen.

There was also a famous Franco-Swiss engineer whom I felt that Frank and I must have—S. Gerster, known throughout Europe as a great authority on motors and motor design. He was also added to our force, together with a skilled German engineer of world wide reputation as a finished and thorough scientist. I am sorry to leave his name out of this little story, but he has requested me to omit it as he now holds a very high position in the service of the German government. I feel that every credit should be extended to M. Gerster as the successful carrying out of my ideas was largely due to his knowledge, care and zeal. Gerster was commissioned to prepare the drawings for the new Briscoe engine. I carefully laid before him our requirements and told him to spare neither pains nor time in carrying out my instructions. I knew that my original plans would be changed and changed again—for I was a Frenchman for the time, following my desire to work with a free-mind. I don't know how many sets of drawings were made before the final blueprints were ready. I don't know how many times our whole force of fourteen met for conference and discussion during the year consumed in designing the Half-Million Dollar Motor. There were so many of them that I never tried to keep track of them.

During the year, I paid a great many visit to the little motorcar shops of Paris. I spent a great deal of time in these little nests of industry that dot the Seine as it curves around the great city. Most of them are in little suburbs just outside the city proper. Here and there I picked up a new idea that could be developed and applied to the work in hand.

In my wanderings, I met De Forret, who the Frenchman claim is the original inventor of the first engine operated by the combustion principle. I gained valuable information from him in my visit to his humble home. He is a wonderful man, truly a scientist—so absorbed in his studies and his world of creation that he has no regard for money nor the value of it. He has done so much for France, given so much of himself and of his toil, that the French government conferred upon him the ribbon of the Legion of Honor—which can only be awarded to men who achieve great things.

One of the most pathetic incidents I have ever known about, was the circumstance of the bestowal of this coveted prize—for when the representatives of the government reached De Forret's home to place the ribbon in his hands, they found his goods upon the sidewalk. The great inventor was being dispossessed because he could not pay his rent. Happily, the government has pensioned De Forret and the wonderful old man is free to pursue his studies without thought of his material requirements.

But to return to the Half-Million Dollar Motor. At last, after twelve months of the most careful thought and the most patient labors, the final blueprints were ready. We arranged with one of the very few large French factories to produce five of the new motors. This was the Darracq factory, where the famous French car is made.

You see, we wanted the French quality of workmanship—the manufacturing accuracy in these master models. By this time Frank and I had determined to build the factory in France, our idea being to make parts in the United States and ship them to Paris for assembling, as I have said before. Our reason for wanting to do this was two-sided. In the first place, we knew that we must have the advantage of American production efficiency, American system and American direction. The French workman is a mental free lance. He does not recognise organisation. He will not be supervised. He is a man of temperament and the creative instinct is strong in him. He works like the old-time watchmaker who not only cut the wheels and other parts of a movement, but made the case as well. A Frenchman at a big drop-hammer, duplicating parts by the hundred, day in and day out, is all but inconceivable.

It is not hard to understand the difficulties we would have encountered in filling orders with the French temperament as an element of factory operation. But we knew that it would not be a difficult matter to assemble the parts and install the motor under the direction of our American production expert who had been with us from the start. He it was who saw to it that every part of the Half-Million Dollar Motor was adapted to quantity production in the efficient American manner.

The other side of our reason for wanting to manufacture parts in America was the tremendous saving of money, for I never forgot for a moment that I was building a car that the man of moderate means could afford, no matter where the seat of production operations might be. Not only must my dream-car stand for real economy of first cost and maintenance, but it must be produced absolutely without waste. That this was accomplished finally, will be shown further on in this story.

When the five Half-Million Dollar Motor were finished, they were delivered to us in the little shop we had rented in Billancourt, just outside the fortifications of Paris, on the Seine. Here was atmosphere to the heart's content. The little shop was a part of a strange industrial setting—foundries and machine shops, automobile works and aeroplane factories surrounded it on every hand with historic chateaux, grim and threatening fortresses, and charming suburban restaurants which seemed to have just grown into the picture.

We used to take luncheon every day at the little inn at the Pointe de Jour. The host seemed puzzled at first when we used to pile into his place jabbering in two or three languages—all Greek to him—making weird pencil sketches on the table cloth; ordering dishes never known in that quarter. Certainly no one but a lunatic would spurn real food. No one who was properly balanced mentally would think of eating a dish of milk with a spoon after crumbling bits of bread into it. "Bah! C'est impossible." His eyes and shoulders said it. How many of these interesting incidents there were! But to return to my story.

At Billancourt we built the chassis and installed the motors in the French way—changing here and improving there, until we had the cars complete and to our liking. Differing from the usual French custom, we make them all alike. They were all units of a series—the first to bear the name of Briscoe Freres.

Before we could use these cars on the streets of Paris, it was necessary to meet inspection by the French government represented by an official of the department of mines. This is required before any new model may be used or sold. Why the department of mines should have jurisdiction over this matter, I have never been able to understand. I can't, for the life of me, see wherein motor cars are related to the functions of this particular governmental machinery—but so it is. I have often had a good quiet little laugh to myself as I have thought of the connection, and the polite formality of the very Frenchy French official whose offices were called into action.

Of course I had to comply with requirements so I drove to the department of mines, where I was waited upon by the official in question. He received me with a most elaborate bow—which was continued all through the very formal and very polite proceeding. He appointed a time for the inspection and assured me that he would be glad, so glad to comply with my request for an inspection, and made me feel that the government had been signally favored—it would be such a pleasure. He instructed me as to what was required for the inspection, talking in French and with his whole body. After a few days I was notified of the time the inspection would take place. The inspector came at the appointed time. He was a most competent engineer, and his inspection was thorough. He got into the car and ran it himself, asking innumerable questions as to its mechanism. He made particular note of how the motor started, the speed of its pick-up, the ease and speed with which it stopped, the method of transmission, the steering gear and other technicalities.

He took many measurements, weighed the car, and made a detailed examination of it. Then we drove up and down and in circles backward and forward, slowly and then at top speed. At an unexpected moment, he dramatically raised his hand and shouted, "Arrets" ("Stop"). Then he jumped from the car and again brought his trusty tape line into action by measuring most carefully the stopping distance.

"Ah! Magnifique, M'sieu!" This with a profound bow.

Finally, the car was approved and its real test began. The five cars were put on the road to be tried out. They were driven all over France in all kinds of weather, on highway and byway under every conceivable condition. We covered a great deal of ground and tested them out thoroughly. Each of the five cars was driven thousands of miles before I could bring myself to accept my own efforts of a year and the efforts of those who had assisted me in producing them. It was after these road tests were completed that I realised I had been instrumental in producing what I believed to be the most efficient motor of its class and weight that could be built. Its performance justified the thought. It was powerful and flexible. It was economical. It gave us from twenty-five to thirty miles per gallon of gasoline. It was simple and accessible in its construction. It could be throttled down to low speed instantly. It carried its load smoothly at lowest speed. We knew that we were safe in using the great descriptive word—"Perfect."

To make this dream-car a reality had cost me and my associates a world of thought and labor. I knew that the investment would doubly repay me from the financial point of view. At that time, the compensation of accomplishment was the most gratifying reward I had ever known—and it still is.

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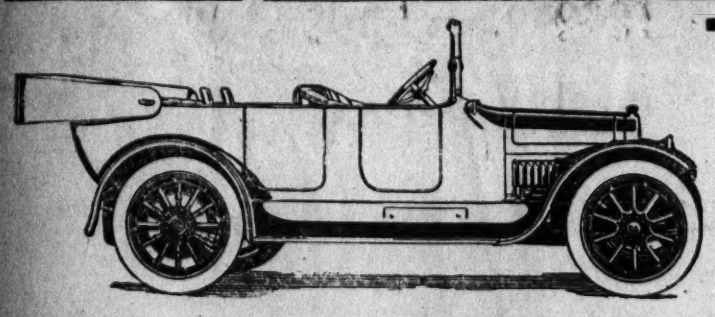

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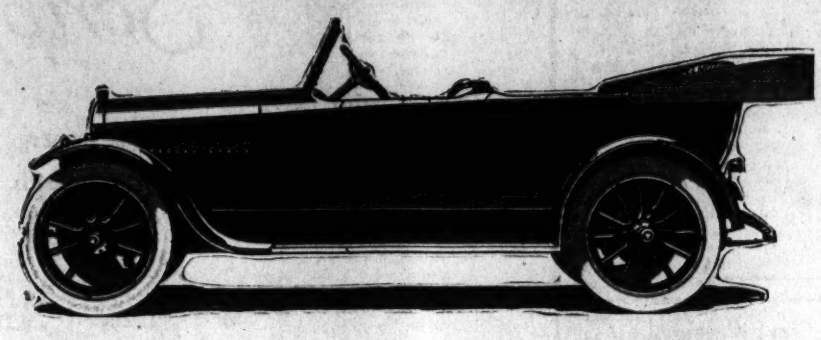

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Points For The Buyer Getting His First Car

In the course of an article on trading-in automobiles in The New York Tribune last February this expression appeared:

Second-hand value is a fixed figure, based on the actual worth of the machine, determined by those shrewdest brains in the automobile business, the regular used car dealers. The best cars to buy now are those makes which sell readily at good prices in the open second-hand market. This is the tip for the novice buyer.

Right now, when many persons are in the market for new cars, many of them first buyers who have no standards to judge by, this is a point worth remembering. There are many makes of cars which not only sell at prices that compare very favorably with their list when new, but are actually scarce in the used car market. On the other hand, there are cars for which there is practically no call. They do not therefore command good "used" prices.

It is not a question of accustoming a man to look forward through a whole season to the time when he wants to turn in his car. It is not even the idea to assure anyone that if circumstances press he has something in the way of an automobile that is readily convertible into cash. But it stands to reason that if a car is good and is well made and is fairly listed in price it will stand up in the second-hand market. The nature and amount of depreciation depends entirely on the real value of the car when new. There is no secret or mystery about the reasons why two cars of like list price sell at widely different prices when they come to the used car market.

This system is an easy one for any novice buyer to follow. It will save him a lot of chagrin, to say nothing else, later on. And don't think for a minute that it is mere local prejudice that makes one car sell well and another seemingly in the same class go poorly in the second-hand market. Pretty nearly all over the country the same cars sell well and others sell reluctantly when second hand. I have in mind a list of perhaps a dozen marques, and one of which is a best seller almost no matter in which community you find it. Similarly I have another list made up of poor sellers and they are backward in almost any town or city in this country.

We all know about those cars without visible means of support in our own community which we are told "sell well in the West." No doubt out West the inquirers are told, "They sell well in the East." There are certain well defined notions about all cars the country over that control their availability when they get in the trade-in class. And never doubt for a moment that these notions have a very significant relation to what they are worth when new. Worth—not what they sell for. There is a difference.

No Gasoline Shortage In U. S.

There is no shortage of petroleum for America's immediate needs, according to Mark L. Requa, director of the oil division of the United States Fuel Administration. The lack is one entirely of transportation. Gasoline must be produced as a by-produce in the manufacture of fuel oil used in the navy, in merchant ships and in industrial plants, and the gasoline must be disposed of. Crude oil containing the lighter, volatile oils, such as gasoline, is dangerous for fuel purposes until the gasoline is removed.

Obviously, unless this gasoline is sold and consumed, the cost of fuel oil will increase. There is, therefore, no intention on the part of the Fuel Administration to shut off or limit the supply of gasoline for use in motor vehicles.

"There has been considerable discussion as to cutting off the supply of gasoline to passenger vehicles, following the precedent set in England," said Mr. Requa, "but the conditions are entirely dissimilar for the reason that England produces no oil and has to rely entirely upon exports overseas. The United States, on the contrary, not only produces the oil for its own consumption, but large surplus quantities for export.

"It has been demonstrated recently that it is impossible to take oil for any specific purpose without exerting a detrimental influence on some other branch of the industry. The problem of what is least essential is an extremely difficult one to determine, and I am somewhat of the opinion that the non-essential industry does not exist.

"It is quite obvious that the oil facilities of the United States must be used in such a way as to produce the maximum benefit viewed from a national standpoint to meet the existing crisis.

"The priority list was established for the reason that it is impossible, because of transportation shortage, to supply all consumers. When the supply is sufficient the priority list automatically ceases to operate. When a shortage does exist Class 12 receives no oil until all lower numbered classes are supplied.

"Total stocks in the United States approximate 160,000,000 barrels as of January 1. Last year's production approximated 320,000,000, and there was a draft of stock of about 20,000,000. There is ample oil territory available in various parts of the United States. It is only a question of drilling to secure it."

What My Car Means To Me

By Jack Lait

(Playwright and newspaperman).

Ever since aggressive, aggrandising man first conceived the notion that there was faster and easier means of locomotion than pedestrian plodding, the mounted man has been the aristocrat, the pace-setter, the leader. And the means of quicker, further travel than two human feet afford has ever since been property of fundamental intrinsic value, because it meant practical wealth—power.

One horsed knight could disperse a thousand plodding peasants because, mainly, he was on horseback. A regiment of cavalry, later, terrorised battalions of infantry by multiplication of the same formula.

Then came the adaptation of the vehicle, first the drag or sledge, then the wheeled cart. And with every creak of the first crude wheel, civilisation creaked its slow, steady, sure steps. Undoubtedly the greatest single invention since the birth of man was the wheel. Without it we would still be in primeval and abysmal savagery.

Man's passion for ease and luxury followed a breath behind the mechanical evolutions of the wheel's expediencies. Equipages progressed until no extreme of luxury had been overlooked.

Gradually came the final development, the motor car of today. It is final, because it now can travel with more speed than is physically safe—and, as congestion intensifies, the possibilities for exorbitant speed grow less urgent—and the motor car is as comfortable as man's innate yearning for luxury invites. So, though refinements of mechanical perfection and economy and simplicity and endurance will still come, it is not chimerical to believe that the ultimate of travel over land has been touched by the first-rate motor car of 1918.

Today the same principles hold good and the same social, financial, economic equations of man since the first still obtain. The best mounted—now the best motored—man is the man who has the edge on his fellows.

I am proud of my car. I think it is the best of all cars. I naturally think so, because if I thought any other car were better I would have that car instead of the one I have.

Now, having the best car, what good does it do me? Leaving out the minor advantages of superiority with the benefits of the last gasp in pulling power, starting convenience, noiseless propulsion and the like, and taking up the fruits of just having a good car—any good car—let's see:

I live in a fresh-air suburb. Before we had cars I lived in a stuffy flat. Before we had cars we all lived in the center of town or very near it, and there were no suburbs; there were little cities nearby, but the residents of them mainly transacted their affairs in them, and did not work in town and live in Arcadia. Some, along main trunk lines of commuters' railways or main street car lines, did, but we cottagers and bungalowers didn't then dare think of a house with flowers and grass and trees and space—room—extravagance of lawns and yards without any "Keep off the Grass" sign in sight.

My children go to school every day—in my car. I come down town every day—in my car. My wife goes to the theater in town twice a week—in my car. On Saturdays and holidays I take my lads into the woods, to streams and fishing banks, to flower picking Meccas and hunting grounds—in my car. My wife loves her mother and wouldn't have budged a mile away from her for me or a man twice as irresistible; but now we live nine miles away from the old homestead, for my wife can touch a button and be in her mother's arms about as quickly as she could walk a mile—in my car.

What, then, do I owe my car?

Health, superior social surroundings and environment, recreation, professional convenience (which means more time and zeal for better work), pleasure for the children, closer-knit family ties.

I could scarcely afford to own a house in the hub of a big city, but I own my home in the suburb. That makes me chesty and gives me that citizenly feeling which can come only with owning real estate, especially residential real estate. The fact now that a chosen pal or a favorite cousin lives miles away means nothing to me—I make it in my car. So it brings me close to all that I crave, all that I love, all that I need, all that any normal man can want. That's all my motor car means to me.

Equalisers Provided On All Cadillac Cars

It is well known among motorists that it is extremely difficult, if not impossible, to adjust a pair of brakes so that the tension will be uniform on both wheels.

In the Cadillac this difficulty is cleverly overcome by providing both the service and the hand brakes with equalisers.

The equalisers may be compared to the single trees on a wagon. When the brakes are not adjusted exactly alike, but approximately so, the equalisers automatically take up the inequality so that the tension of the brake bands will be uniform on both drums. This is not only an important factor in brake efficiency generally, but skidding on wet pavement is much less apt to occur.

Another feature strikingly in evidence is the liberal size of the brake drums. They are seventeen inches in diameter by two and one-half inches wide, affording surface of more than 500 square inches.

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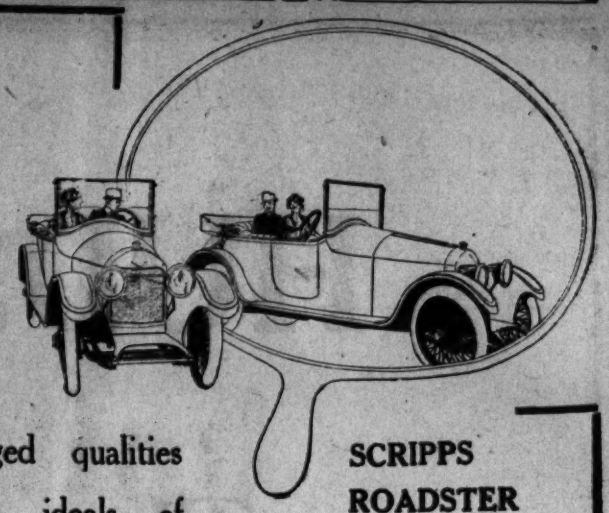

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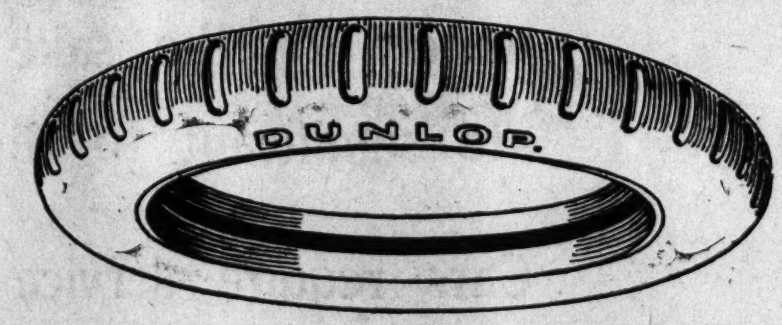

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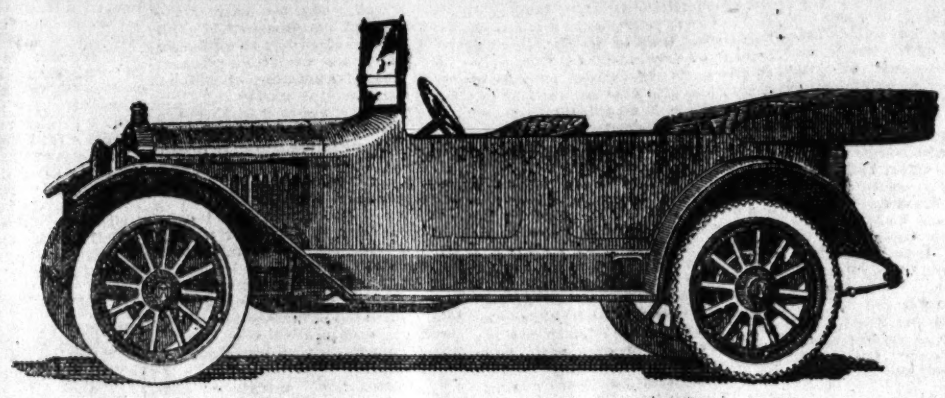

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HOW CADILLAC HELPS ABATE RAIL CONGESTION

Cars Driven Daily From Factory To Distributing Points— Regular Schedule To Chicago

The Cadillac Motor Car Company and certain of its distributors have found a means of doing their bit toward relieving the railroad freight congestion. This is by transporting Cadillac cars under their own power from the Detroit factory to distributing points, whence they are driven away by various dealers.

Between Detroit and Chicago, for example, a regular driving schedule is maintained. Three shifts of three men each are on the road five days a week. Every morning, except Saturday and Sunday, three new Cadillacs start over the road from Detroit to Chicago. An overnight stop is made, and the cars are delivered in Chicago the following day. This plan releases one freight car a day—five a week—and it will continue to be followed just so long as the weather permits.

Not a single railroad freight shipment of automobiles has been made this season from the factory to Grand Rapids, Mich. The distance is 149 miles, and every Cadillac which has been sent to Grand Rapids has travelled on its own wheels. Cars are also being driven daily to Des Moines, Ia., South Bend, Ind., and numerous other points in the middle west.

After the reduction of passenger steamer schedules on Lake Erie, about the middle of November, one of the largest passenger steamers was chartered for a shipment of Cadillacs from Detroit to Buffalo. Ninety-two cars, worth $295,840, were shipped. This was the most valuable automobile cargo ever transported on the Great Lakes.

From Buffalo the motor cars—many of them enclosed types—were driven over the road to New York, Albany, Jersey City, Newark, N. J., Syracuse, Utica, Rochester, New Haven and Norwich, Conn., Worcester, Mass., and as far east as Boston, 780 miles from Buffalo.

No working day passes at the Cadillac factory that does not see motor cars leave under their own power for points east, west and south.

Fiat' Works Of Austria Not The Italian Co.

The announcement which has appeared in several English newspapers to the effect that the Fiat Company has established new steel works in Austria is calculated to give the impression that the leading Italian motorcar company is interested in industrial development in an enemy country. It is therefore necessary to point out that there is no connection between the Fiat Company of Turin, Italy, and the Fiat Works, of Vienna.

In 1907 the Italian Fiat Company collaborated with a number of prominent Austrian business men in the establishment of an Austrian branch known as the Fiat Werke, just as was done in England, Russia, Germany, and the United States. This Austrian Company secured the right to Fiat patents, to make use of the name Fiat, and to sell Fiat cars on Austrian territory. The Italian directors of the Fiat Company sold their holdings in the Austrian Company within a very short time, but the agreement with regard to patents and agency continued until the outbreak of war.

At this time all connection between the main Fiat Company at Turin and the Austrian filiale was broken, the Italian Fiat officially informing the Fiat Werke that the right to make use of the title "Fiat" was unconditionally withdrawn, and that the Austrian Company was no longer entitled to make use of Fiat patents or trade marks. At the same time Signor Marchesi, one of the directors of the Italian Fiat Company, resigned his position as director of the Austrian Fiat Werke. Thus since Italy declared on Austria the Fiat Company has ceased to have any business interests in this enemy country.—*Fiat Press Bureau.*

Tire Trouble Almost A Thing Of The Past

The development of tires is one of the greatest romances of business and pneumatic equipment for automobiles and solid tires for trucks have been so improved that tire trouble is practically a thing of the past.

Not so many years ago no tires were guaranteed for mileage. A man bought the best he could get and trusted to luck that the tires would last for the short distance automobiles traveled in those days.

"Tires are built scientifically now," says T. H. Wilkinson, head of the United States Rubber Company's branch here. "Through the study of hundreds of scientists and experts tires have been developed until they are the most dependable part of the automobile.

"The latest development has been the production of pneumatic tires for light and heavy duty trucks, such as Nobby Tread tires now being used on hundreds of trucks in all parts of the country. The use of pneumatic tires for trucks is still in the first stages, but there will be a heavy demand as soon as experts discover that the wear and tear on trucks is reduced so materially by the elimination of solid tires and the substitution of air-filled casings."

Starting And Lighting Troubles

In order to have one's starting and lighting system operating at its highest efficiency it will be necessary for motorists to know something about their electrical equipment, says a writer in Motor. It is true that electricity never fails if it is given the mechanical assistance necessary for it to do its work. When breakdowns do occur it is not because some unseen energy has failed to perform as it should, but simply because the mechanical conditions necessary for efficient operation have not been maintained.

The maintenance of an electrical starting and lighting system for a motor car amounts to keeping the attention focused on keeping the mechanical side of the apparatus in good order. There are three electrical circuits on an automobile; these namely, are the starting, lighting and ignition.

Short circuits in the starting system can be located at the battery by removing the negative wire from the battery and putting one of the test lamp terminals in contact with the negative pole of the battery, and the other terminal in contact with the end of the detached negative wire. When a short circuit is found the lamp will generally light, unless some special conditions are present.

Perhaps there is a short circuit in the entire starting motor caused by a ground between the starter and a second ground between the starter and starting switch. Where these conditions hold, the test lamp will not light unless the switch is closed. In locating trouble in the starting system observe carefully that none of the parts are fused or burned away, and also that connections are solid. Often it is difficult to locate a grounded or short-circuited starting switch, due to the insulation hiding the break.

The ills of the starting motor are few and if any are present they are of a mechanical nature. On both the starting motor and lighting generator, dirty commutators and minor troubles in the brushes and their holders are the chief troubles. Considering the commutator, if the segments are found to be blackened or rough due to the use of short or worn brushes or cheap ones with poor electrical qualities, and poor contact as the result of too weak spring pressure. Commutators should present a bright coppery appearance and when covered with carbon dust should be cleaned. Brushes should make good firm contact with the commutator which they should fit exactly. Trouble caused by sticking brushes due to dirt or grease may be cured with a few drops of gasoline.

Weak spring pressure may be remedied by pulling out the spring with the hands. Light sand paper, not emery should be used on the commutator to clean off the black accumulation. Though the amateur should not go too far in making repairs upon the generator or other complicated electrical apparatus.

There are two main parts to the lighting system. The first is the battery, lamps and switch buttons and connecting wires, and second is the generator, battery and the cut-out relay system, together with fuse connections and regulator. To find troubles in this system it is only necessary to carefully go over the system step by step with the use of a wiring diagram of the particular car where one is locating trouble. These diagrams can be found in the instruction book. The part of the lighting system consisting of the generator and regulator should not be repaired by other than experts. The makers responsibility ceases if one breaks the generator seal.

The ammeter is useful in finding trouble in the lighting system; should the current be indicated when the switches are off, it suggests a short or ground. However, in testing the battery it is necessary to find if the troubles are distributed throughout the entire battery, or confined to one or more cells. This can be readily determined by placing a small voltmeter across each cell to show whether it is giving the two volts required. One of the first places to look for trouble is in the electrolite solution within the battery. Keep this up to the proper level by the addition at regular intervals of distilled water or melted artificial ice so that the plates are kept covered. This is put in once a week in summer and every two weeks in cold weather. The next point to be considered is the specific gravity of the electrolite. Unscrew the caps and with use of a hydrometer take the reading of each cell and compare each reading so you can tell if each one is in good order. In every case the solution is returned to the cell that it is taken from. Of course, all readings should be taken before the addition of distilled water.

In a fully charged battery the reading would be between 1,275 and 1,300. Never allow this to fall below 1,150. So much for ordinary care; more serious attentions should be left to the service station.

1. The most common troubles are these: Battery discharge may be due to improper charging; or short circuit in the lamp system, in the battery, circuit breaking or regulating mechanism, or generator.

2. Lamp shorts, bare wires touching each other, due to poor taping. Loose strands, bridging terminals, or defective sockets.

3. Battery shorts, worn-out battery, excessive sediment in the bottom, acid on top of battery, sulphated terminals acid soaked wire. Acid may be wiped up with waste soaked in ammonia.

4. Lamps won't operate or dim with engine stopped; lamp shorts, switch shorts, battery shorts, wire shorts, circuit-breaker shorts or open circuits.

5. Lights out with engine running, defective generator, weak field magnets, burned out armature, commutator trouble, faulty brushes, defective circuit-breaker or open circuits.

6. Some lamps bright and others dim, due to local trouble; partly discharged battery, defective circuit breaker, broken lamp filament, partial shorts, bad switch, connector or lamp socket, grounded wire, improper lamp voltage, defective or burned out lamp.

7. Starting motor cranks too slowly; battery in bad condition, also wires, poor brush contact, commutator troubles, mechanical disarrangement of starter engaging system. A little oil in the right place at the right time goes a long way towards prevention of trouble, especially in the generator.

Thousand Women Work In Italian Aero Plant

Italy's leading aeroplane factory, the S.I.A. (Societa Italiana Aviazione) now finds employment for 2,850 workpeople, of whom 1,050 are women. The S.I.A. is an offshoot of the Fiat Motor Car Company created since the war for the production of aeroplanes only apart from engines. Although S.I.A. aeroplanes have been supplied to all the Allies, they have only become to the general public by such sensational exploits as the non-stop flight from Turin to London, and the still longer non-stop flight from Turin to Naples and return, both performed by Captain Laureati.

The main S.I.A. factory is at Turin, near the Fiat factory, but is independent of this latter for all its supplies except some small bronze parts. The main buildings cover an area of more than 36,000 square yards, while the propeller and wood working departments, which are separate, occupy 44,000 square yards. With the various outside services the total covered area is nearly 90,000 square yards. In addition to the factory the company has its own sheds and flying ground. Within a very short time these sheds will occupy an area of 15,000 square yards, while the flying ground now covers an area of 40,000 square yards.

As an indication of the varied amount of work in the building of an aeroplane it may be mentioned that the S.I.A. factory has 19 distinct departments, this of course being exclusive of the engine works. The various power driven machines total nearly 300, all of these being run day and night in two shifts of 11 hours each. The average working day is 10 to 11 hours, with an average of 66 to 72 per week, for under war conditions there is no half-day holiday.

It is not considered advisable to state the number of finished aeroplanes shipped every day from the S.I.A. factory, after having been flown and accepted by the authorities, but this number is higher than the number of motor cars produced daily by some imported European factories before the war. Three types of aeroplanes are built, all of them fitted with Fiat engines.

How To Buy A Car

It was Ladies' day at the Motor Club.

Old-timer hates Ladies' day. He always attends, because he is a loyal club member and believes that the will of the majority should rule. But his opinion of a woman as a woman and a woman as a motor car owner and driver do not coincide.

"I like them in the car, all right," he will admit grudgingly. "But I don't want to have them drive me. What? No, I'm not afraid. Lots of women drive cars as well as a man—some a lot better. But the average woman does things to her car which make me squirm!"

He was presumably having a perfectly lovely time glowering when a vision in white and pink skidded squarely across his right-of-way and demanded information.

"Bobby says," she announced, "that you know more about motor cars than all the rest of the club put together. I am going to buy a car. So tell me all about cars!"

"That's rather a large order, isn't it?" he began, very mildly for him. "What do you want to know?"

"I want to know how to know what car to buy," she answered. "I know you can't tell me the best car, because Bobby says you say there isn't any. But Bobby doesn't know a differential from a spark plug, and can't tell me how to know when the salesman is telling me the truth and when his conversation is camouflage for poor material and worse workmanship."

"Well!" Old-timer drew two chairs close together and arranged a tete-a-tete without a quiver. "If you really want to know how to tackle the Salubrious but Sinful Salesman in his Shelter and how to Demolish the Demon Demonstrator as he Dashes—"

"I do," affirmed the Sweet Thing.

"Then listen hard," commanded Old-timer.

"Don't expect to find the perfect car. It isn't made. But there are many which have been designed by real designers—men who know not only mechanism, but who also know drivers and driving conditions—and these are the ones the salesman doesn't have to screen with many fair words."

"But," inquired Sweet Young Thing, "how am I to know when the salesman is 'screening' a fault or telling me facts?"

He's Clever

"Your salesman will take stock of you as a possible purchaser the minute you begin to look at his car," answered Old-timer. "That's his job. He will try to interest you in those features of his car which he thinks will please you, and will avoid, as he would the plague, those he thinks will displease you. Remember, he can't change the car. He can, sometimes, change your attitude toward it. So, if he finds your interest is in beauty, he will try to convince you that h's car is superlative in beauty. If he thinks your interest is in speed, he will try either to show you that his car is capable of greater speed than you can use, or that you really don't want the speed you think you want. If he finds your interest is in mechanical details, he will show you every good point his motor and transmission and differential possess. But he will avoid those things in which he knows his car is lacking—and who shall blame him?

"Set it down as an axiom that you simply can't have the maximum of speed, the maximum of grade-pulling power, the maximum of 'pick-up' and the maximum of economy at the same time. It just can't be done. Then find out whether you really want a car capable of 75 miles an hour as badly as you do one which can show clean heels on the hills, or which handles like a steamer in slow traffic, and then make the salesman show you what his car does under such circumstances.

Steady Pull Good

"Now mark this. Mere ability to surmount a hill on high is nothing. Any car can surmount any hill on high if it can only get start enough. To fly over a hill at 50 miles an hour is not test for a car unless you started up the hill slowly and 'picked up' on the grade. As you get to your test hill, see how fast you approach it. Watch the speedometer and see whether the car merely 'holds its own' or 'picks up.' The car which approaches a steep hill at 15 miles and finishes over the top at 30 miles is a better climber than the one which approaches at 20 and finishes at 50. But I'd rather have the car which holds its own on this hill at 12 miles an hour; and if you can find a car which will crawl up a really steep hill at seven or eight miles an hour on high, you don't need to bother about seeing it pick up. It will do it, or it couldn't hold its own at so low a speed.

"Is your prospective purchase economical on tires? Owners can tell you. The demonstrator is always sure that no car was ever so economical! But ask some tire man what size tire ought to be on a car of such and such a size and weight. See how his statement compares with what you buy. More than one motor car manufacturer has cheapened his car by undertiring it—and lets you pay the bills.

"Certain cars have reputations as gas eaters' or 'oil eaters.' Sometimes such reputations are just. More often they are unjust. A car which 'eats oil' is not necessarily an uneconomical car to maintain. Maintenance is not merely oil, gas and tires—it's repairs and replacements, too. The 'oil eater' may simply have a very fine oiling system, which takes such good care of the motor it seldom needs an overhauling—a car which uses too little oil may make oil bills seem trifling when it goes to the shop.

"Same way with 'gas eaters.' What do you get for your gasoline? If you drive a 5,000-pound car, with a huge wheelbase, and all its consequent luxury and ease, you are getting value received for your gasoline money. If you get a light, short wheelbase car which gives you 20 miles to the gallon of gasoline, you save money and lose in comfort. Don't let the salesman talk you either into thinking you must get this car because it is economical or must buy that one because it is luxurious, until you have balanced comfort against upkeep and maintainance, and decided what you really want."—C. H. Cloudy, *in Motor Life.*

YOU, too, should study this mark of good travel. Firestone Tyres are dependable; built for wear and tear of all kinds.

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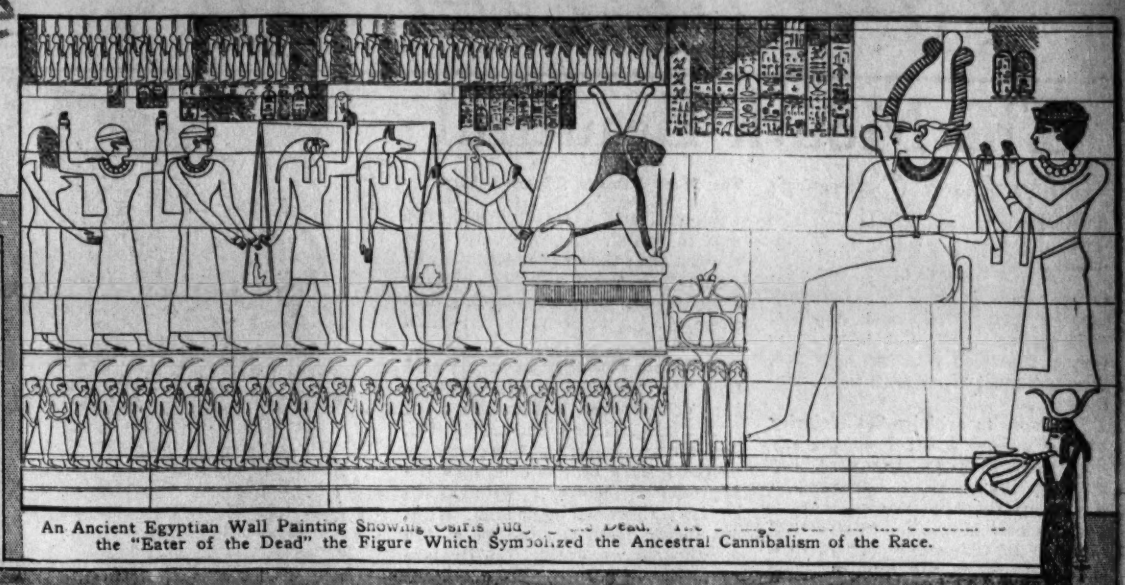
How Science Now Knows the Egyptians Were Cannibals



An Ancient Egyptian Wall Painting Showing Osiris Judging the Dead. At the Right Stands in the Pharaoh's Court the "Eater of the Dead" the Figure Which Symbolized the Ancestral Cannibalism of the Race.

The Mystery of "the Mummy at the Feast," Always a Puzzle to Archeologists, and Other Perplexing Egyptian Customs Now Understood

IT comes as a shock to learn that the ancient Egyptians, whom we have always regarded as among the most civilized and humane people of antiquity, were addicted to cannibalism, human sacrifice and other dreadful practices.

Professor E. A. Wallis Budge, Litt. D., F. S. A., keeper of the Egyptian and Assyrian antiquities in the British Museum, one of the foremost Egyptologists of the world, has convicted the Egyptians of these practices in his new volume, "Osiris and the Egyptian Resurrection." He shows that the Egyptians were from the earliest times given to cannibalism, and that while the practice may not have prevailed at court during the ages of the highest civilization, human sacrifice was then shockingly common, and there must be a suspicion that the grosser enormity may have disgraced even the court of such a monarch as Rameses the Great. The graves of prehistoric Egyptians contain many incomplete skeletons, and in some cases the bones show teeth marks.

One historic custom long a puzzle to archeologists now assumes a most sinister character. This is the custom which the historian Plutarch called "the mummy at the feast." Not only the old Greek writer but others have commented upon the fact that when a banquet was at its height, either at the court of the Pharaoh or in the palace of the nobles of ancient Egypt, a mummy was drawn round the hall before the banqueters. Plutarch thought that this was done to remind the revellers that "in the midst of life they were in death," and the world has long accepted this highly poetic and philosophical explanation. But it now appears that the custom was a relic of a revolting practice, having its inception at a time when human bodies were brought to the tables and served. The actual practice was discontinued, but so strong was its hold on the imagination of the Egyptians that they retained the form of the custom. The mummy was drawn about among the banqueters, not to remind them of the transitoriness of life, but to bring back to memory the "pleasant times" when the eating of human flesh was entirely lawful.

Professor Budge describes the origin of the cult of Osiris, under which Egypt first rose to greatness. Osiris once had a real existence and was a great ruler who gave prosperity to primitive Egypt.

He was attacked by his wicked brother, Set, who cut his body into many pieces and scattered them all over Egypt. His pious wife, Isis, gathered his remains together. In the cult, which subsequently grew about Osiris, he figures as the protector of mankind while Set is the evil god. The Osiris cult forbade the dismemberment of the human body and hence discouraged cannibalism, which up to that time had been very common among the Egyptians, but the protection applied only to natives of the country, and conquered enemies were still sacrificed in many barbarous ways.

The Queen of Meroe, an Egyptian Colony in the Sudan, Slaughtering Bound Prisoners of War, After Which a Lion Devours Their Bodies

Captives of the Pharaoh Narmer Bound and Decapitated with Their Heads Between Their Feet, an Evidence of Ceremonial Human Sacrifice Which Prof. Budge Shows Is Always Associated with Cannibalism.

The Mysterious Custom at the Pharaoh's Court of Dragging a Mummy Round the Hall at the Height of a Feast Is Now Proved by Professor Budge's Researches to Have Been a Way of Symbolizing Former Cannibal Practices. This interesting Picture of "the Mummy at the Feast" Is by Edwin Long, R. A.

Associated with Osiris, too, even in a text written under the late eighteenth dynasty, were the "Watchers who brought the god along and the butchers who were equipped with deadly claws ever ready to slay." The idea of their pits of slaughter terrified the minds of the Egyptians in all periods. Mention is made of a god with the face of a dog and the brow of a man who "feeds on the slain, who keeps guard at the corner of the Lake of Fire, who devours the bodies of the dead, who tears out hearts and who is at the same time invisible." He was called "The Eater of the Dead," and all his rituals reflect the revolting rites of ceremonial cannibalism.

"The cult of Osiris," writes Professor Budge, "set a curb on the cannibalistic tendencies of the Egyptians, but it did not eradicate them any more than it put a stop to human sacrifice and funeral murders. As far as the evidence goes it seems to show that, although the Egyptians ceased to eat each other generally, they ate their enemies on occasions, and that they certainly slew their enemies, especially those whom they regarded as belonging to inferior races, and offered them up as sacrifices to their gods.

"It has been argued that a nation which possessed such a comparatively high civilization as the Egyptians would not have retained the practice of cannibalism, but Professor Westermarck states, as a result of his general study of cannibalism, that it is much less prevalent among the lowest savages than among races more advanced in culture."

Professor Budge produces abundant evidence of cannibalistic tendencies at a period of advanced Egyptian civilization. The text cut on a wall inside the pyramid of King Unas, a king of the fifth or sixth dynasty (2750-2475 B. C.), at Sakkarah, represents the dead king as feeding upon his fathers and his mothers, and, not content with this, he hunts the gods in the meadows of the sky, and his helpers snare them, stab them, disembowel them, cut them up and cook them for him. He then eats three full meals a day, at morning, noon and night, and devours their hearts and entrails till he can eat no longer. "By gorging himself in this way he absorbs all the magical powers and mental characteristics of the gods, as well as their spirits, his object being to live forever. This text was so popular that it was cut on a wall inside the pyramid of Teta, a king of the sixth dynasty, who wished apparently to emulate the exploits of Unas."

In the days of Seti I. Rameses the Great and Merenptah, the age of the persecution of the Israelites, and also that in which Egypt attained its greatest glory, these monarchs are shown sacrificing prisoners.

"Human sacrifices," comments Professor Bridge, "are closely associated with cannibalism, for it is well known that when an animal of any kind is sacrificed the worshipper offers only certain portions to the god and himself eats the other parts."

And Cleopatra, "the Serpent of Old Nile," what may have been her part in these dreadful customs? The records at present do not show her engaged in human sacrifice or cannibal feasts, but there is an inscription showing her brother, Ptolemy XII, engaged in slaughtering prisoners in the presence of Isis, and it is further shown by Professor Budge that throughout Cleopatra's age down to a comparatively late period of the Christian era the Egyptians were shockingly anthropophagous.

Health, Beauty And The Home

The Mouth Beautiful

By Lina Cavalieri

The Most Famous Living Beauty.

EVERY woman wishes to make and keep her mouth beautiful. To do this she must keep ever in her mind the image of a beautiful mouth. First, the mouth must be well shaped. Secondly, it must be red, but not too red. And thirdly, the teeth must be, or seem to be, perfect.

If I were to criticise the majority of the women I see I should say that their eyes are beautiful, but their mouths are not so beautiful. I should say their lips are too thin.

The pleasing mouth has lips that curve from thin outer corners to a ripe fullness at the middle. The sweep should be upward to a fine cleft at the middle of the upper lip. A deep cleft just above the upper lip is one of the recognized marks of beauty. The lower lip should be straighter and not so full as the upper. Much has been said and written about the beauties of the lips, but nothing has been said that is more illuminative than the phrase, "Cupid's bow."

Study the gentle sweep of a bow, held in place by a cord. It adheres to the rule, "Curves are the lines of beauty." More than that, the curve is soft and tender. It seems to be the blending of countless curves.

I believe in allowing the mouth to take care of itself. It is its surroundings, its environment, so to speak, that is important. Look to the lines from the nostrils to lips. See that they are removed by massage. Massage restores the circulation. It is like a system of irrigation for waste land. Creases are caused by lack of circulation. The muscles that hold the mouth in a firm line are thread-bare, one just above and at the sides of the lips. It is most important to keep these taut by massage.

As to color, I have said that the lips should not be too red. The normal lips should be the same color as the gums, and has not your dentist said to you sometimes, "Your gums are too red; they are not healthy?" So the lips should be a deep pink or a light red. Not blood color, but three shades at least lighter than arterial blood.

A certain authority on beauty said that the beautiful mouth must be kept open enough to show five teeth just a trifle. This sounds attractive, but it is not hygienic. The teeth are to the beauty of the mouth as the keystone to an arch. Without the keystone there can be no arch. Without lovely teeth the beauty of the mouth does not exist. The lips are a promise of beauty. The teeth are its fulfillment.

The teeth should be regular. They should not be crowded together, and there should be no aggressively noticeable spaces between them. They should be white, or seem white. The unromantic truth is that the teeth are never white. They are either yellow or gray. But in contrast with the lips they look white. And the more vivid the lips the whiter do the teeth appear in contrast.

If your mouth is defective, try to improve the shape of your lips by avoiding careless habits. Many pretty women are disfigured by crude, careless habits of mouthing their words, or chewing their lips and making ridiculous labial contortions while they talk.

You can preserve the color of your lips by keeping the bodily health good. If the circulation is defective, the lips will be pale. If we become anaemic, pallid lips will be one of the first signs of this condition. To make them healthily red the tone of the system can be improved by two means. Be sure to sleep enough. You may need eight hours or nine. Eat nourishing food.

Above all remember that mouth mannerisms are leaks of beauty.

"The pleasing mouth curves to a ripe fullness right at the middle."

Photograph Especially Posed by MISS at CAMPBELL STUDIOS

Don't draw down the corners of your mouth when you talk or smile. Keep your smile simple, natural and unexaggerated. If you find you have any bad mouth habits, determine that you will cure them, and then do so.

Beauty Questions Answered

PLEASE give me a good, simple remedy for blackheads and pimples.—J. G.

A famous French specialist recommends the following very highly:

Salicylic acid	50 grams
Pure lard	50 grams

WHAT will remove pimples from an oily skin?—M. E.

You should bathe your skin daily in this lotion, which is excellent for correcting that excessive oiliness:

Rose water	5½ ounces
Alcohol	½ ounce
Boric acid	½ dram

To eradicate the pimples, do not resort too frequently to the taking of purgatives, as you might do yourself much injury in this way. Instead, try applying the following to your face every night until an improvement is noted:

Benzoated zinc ointment	1 ounce
Salicylic acid	20 grains
Gum camphor	10 grains

WHAT is your opinion regarding the use of the electric needle to remove superfluous hair from the face?—MRS. P. E.

Killing hair by the use of an electric needle is an extremely slow, painful and unsatisfactory process. When the big hairs are killed the small hairs, which we call fuzz, are likely to develop into stronger growth, just as the smaller trees of a forest develop into big trees when the big trees are cut down. I would not advise such treatment. There are two reasonable ways to regard hairs on the face. One is to be resigned to their occurrence and make the best of it; the other is to remove them daily with a safety razor.

WHAT will help make hollow cheeks and empty shoulders plump?—JUNE.

Food, my dear; just plenty of nourishing and fattening foods. Rich soups and gravies, rare meat and an abundance of succulent vegetables will do wonders in filling out those dreadful hollows. Massage will also help, because everything that tends to promote the activity of the skin and to increase the circulation will help build up the underlying tissues. A little almond oil, a good cold cream or just plain lanolin or cocoa butter patted into the skin will likewise help to build up the desired curves. Drink an abundance of water and become an out-of-doors girl if you can. There is nothing that will build up the entire system like a steady dose of fresh air.

I AM nineteen years old, am five feet, two inches in height and weigh only 87 pounds. How can I put on more flesh?—CATHERINE D.

Eating many thick soups would be highly desirable, because they are strengthening and rebuilding. Plenty of butter is good, but milk and cream are even better. Rice, cream cheese, eggs, chocolate and any fat meats that you can digest are good fatteners. Eat plenty of olive oil as a salad dressing, and, if possible, put yourself on a continuous diet of cod-liver oil, taking it at least twice a day. If you could eat a chopped raw beef sandwich mixed with chocolate, you would find that you will put on flesh as fast as your system can assimilate it. Get all the sleep you can and never, never allow yourself to worry about anything. If you follow this regime carefully I am sure you won't remain thin long.

Health Is Spring's Fresh Green Offering

THERE is no mistake about it, Spring is here at last. And a meat diet—or what we have had of it, is no longer welcome. Our appetites have become coy and capricious. This is the time to break away from the endless roasts, chops, fish and the various made-over meat dishes with which we have been obliged to piece out our menu.

We no longer need an undue proportion of fat for bodily warmth, or muscle-building elements for strength. We can be satisfied with such light foods as will supply the deficiencies caused by a lack of fresh vegetables which we were unable to secure during the long, cold winter months. Now, the market is overrun with fresh, crisp bunches of water-cress; new tightly-curled heads of lettuce; big stalks of celery, with tender, delicious hearts; spinach, cauliflower, new potatoes and glowing, red-cheeked radishes.

Let your stomach dictate to you awhile. You will be surprised to find how discriminating it is. The stomach craves certain things because the need is there; and this natural craving may be trusted implicitly to indicate the right kind and quantity of food your system desires.

Of course, you must exercise discretion in this, as in everything else about the household. Do not go to the opposite extreme and serve only vegetables for every consecutive meal, regardless of the needs of your family. Remember that the growing child must have more muscle-building food that you require, even in Spring and Summer. Also your husband should have something more substantial to build up and repair the tissues that have been worn out or broken down by his more strenuous work.

To start in and serve a straight diet of vegetables just because you happen to be tired of meat would be as unsatisfactory in its way as that historic meal served once upon a time by a crafty old fox, who placed the food in a shallow flat dish so that his friend the crane, although invited to partake of the repast with him, was unable to pick up a single thing with his long beak. Nor, on the other hand, did the fox fare any better when he accepted the crane's invitation, when he found that the latter had served his dinner in a long-necked bottle. The crane could insert his long bill and secure the food with ease, but the fox could only look on, which was, in his case, fitting punishment.

If your stomach is not a trustworthy guide because of a too-free indulgence in coffee, tea and other innutritious stimulants, then there is another unfailing barometer which you would do well to watch carefully, and that is the skin. Should you find yourself or any members of your household afflicted with an unsightly crop of eruptive blemishes and pimples, then you may be sure that the diet is improperly balanced.

It either contains, which is quite likely at this time of the year, a too large proportion of fats and carbohydrates in its composition, or else, as it sometimes happens, the proportion is too small. Then, too, if a certain food leaves a rather lingering, unpleasant taste in the mouth, you may know that you need more of a certain other kind of food which will serve to counterbalance its effect on the system, whatever that may be.

As a rule, the presence of the desire for certain kinds of food, or the lack of it, is a pretty good guide to the kind you need; but this is not always true because our tastes have been so largely perverted by our irregular and unnatural way of living.

However, there is little doubt but that the health of all the family will be strengthened by a special course of fresh vegetable foods both now and during the coming hot months of Summer. Various tests have been made by scientists who have made a study of foods and their effect on the human body to determine the value of vegetarianism as the sole diet of a human being. Opinions, of course, vary somewhat, but the results indicate that a complete vegetarian diet stands the most favorable comparison with a meat diet or even a mixed diet.

The lion is ferocious rather than strong and it is to the steady vegetarian eaters like the homely camel, the sturdy elephant and our own dependable horse that we look to for real, lasting strength. And the best thing about such a diet is, not only that it is "tasty" in itself, and we enjoy it, but this regime is the sworn foe of gout, rheumatism and kindred diseases. In addition, it renders one's mind clearer and more keen; the character becomes gentler and the disposition becomes increasingly pliable and more kind.

Therefore, go out a-marketing early in the mornings, oh, you Housekeeper, and bring home the fresh green vegetables and set the pot to boiling. Fly around energetically and concoct delicious green-leaved salads, for—and here is the most delectable secret of all—they are the prime cause and reason for giving to a woman that fresh, clear, rosy-cheeked complexion that forms so great a part of her invincible charm.

More than that, it is the best and most healthful diet for your husband, if he is a working-man, whether with his brains or his hands; and it is a marvellous aid to the health of a growing child.

In our grandmother's day, the coming of Spring meant dreaded doses of sulphur and molasses, if not something that tasted infinitely worse. So let us be glad that we have gained sufficiently of knowledge to make of Spring a season of joy to our palates; that our senses need not be revolted by nauseous drugs, because a more rejuvenating and certainly far more pleasureable effect may be secured by a carefully arranged dietary of fresh green vegetables, supplemented by all the dainty, seasonable fruit at our disposal.

Indeed, if you will be faithful in eating acid fruits, spinach, tomatoes and salads freely, while at the same time deliberately avoiding red meats—beef particularly, as well as most of the sweets and starchy foods of your Winter's menu, you will soon come to be considered that almost perfect anomaly—a well woman. In addition, if you set your household the example of drinking at least a quart a day of some good natural mineral water, or even half a dozen glasses of fresh spring water, the druggists may be forced to take up some other business and the doctors will be obliged to go on their annual vacations or begin shortly to plan their Summer golf tournaments.

Without Jane Carlyle, with her common sense and her intimate knowledge of housewifery (which, unfortunately, made her a bit shrewish) we would, perhaps, have lost some of the wonderful writings of dear old Thomas Carlyle, who insisted on living in a secluded farmhouse that he might be undisturbed by unseemly visitors and noises. Had his wife refused to bake the bread he wanted, or had she failed to vary his diet sufficiently to give him the inspiration he needed, think how great the world's loss might have been!

Can you be any less thoughtful of your George or your Henry than this? Surely you do not deem it too great a hardship to put on your new Spring bonnet, or tie a fresh riband on your old one, and go forth trippingly; for Spring is here with all her fresh green offerings spread out in tempting array for your benefit. If you will do this, be assured that the food problem will no longer be a bugbear, but a pleasure, and one that may be solved daily with the least possible expenditure of time and strength.

Developing the Perceptive Powers of the Child

HAVE you ever thought about the fact that your child does not see as it should? You may even have taken your little daughter to an oculist and have been assured by him that there is nothing whatever the matter with her vision. Later on you are, perhaps, astonished to discover that she is lacking in what may be called perceptive interpretative power.

Do not be alarmed; this condition is frequently met with, and while it is somewhat serious, with proper thought and care it can be corrected. The trouble is that her sensory images are incomplete or defective. Such a child must be educated to see, she must learn to discriminate color and form, and she must be taught to estimate size and distance with greater accuracy.

During the first three months of a child's life its visual apparatus is, in reality, in an extremely crude state compared to the perceptive ability of the grown-ups around it. Every mother knows this instinctively. She is close enough to the life of the child to know that its eyes must go through some sort of evolution, similar to its gradual evolution in growth and muscle development.

A very young child is frankly nearsighted, as any parent can tell by observing how quickly the beams from a lighted candle can be carried away from and beyond a child's line of vision. A child of three months cannot focus its eyes properly to see things more than two or three feet away.

Therefore it is not surprising to learn from Dr. Frank N. Spindler, a notable authority on the sense of sight, that a child of three or four years of age has very inaccurate ideas of the size and distance of familiar objects. In fact, he declares that few, even of thoroughly normal children, at six years of age have attained a visual perceptive power that is to be trusted.

To help train the eyes of a child correctly you should see to it that it has an abundance of outdoor exercise. Also, its movements should be kept as free as possible, so that the child itself may grasp its own actual relations to the surrounding objects in the natural world. Objects of varying size should be offered him for comparison, and at different distances. He must be allowed not only to see them, but he must be coaxed to walk to them and to touch them as well. In this way his power of estimation of sizes and distances can be trained to accuracy.

It is likewise highly advisable that the correct color discriminations and the recognition and naming of colors should be encouraged. Even adults are sometimes sadly lacking in this qualification. As soon as a child has really developed his sense of seeing into something more than merely unrelated and passive visual sensations then will his glances become truly intelligent and his eyes begin to show forth a personality.

And it is the wise parent who deliberately sets out to arouse this mental power of the child to interpret what he sees by an intelligent stimulation of his attention, interest and curiosity. Objects that train the vision are not lacking; everything appeals to the sight. Nature in all her infinite colors and variety, people, pictures, blocks and animals—there is certainly no lack of material.

All systems of education of the child before Pestalozzi and Froebel totally disregarded any sensory training; but later and more modern kindergarden methods, including nature study and the Montessori system, all recognize the peculiar value that should be attached to a healthy and normal development of the sensory organs, particularly those of sight. No child has eyes so dull that he cannot see something, or who cannot be interested and led to see and discriminate more. It is very important then that the training of its vision should not be neglected.

The Right Way to Balance Your Food

ALL this talk of proteins, carbohydrates and fats is frankly bewildering to some housekeepers. The majority of them, in fact, have had but little time to familiarize themselves with the elements of chemistry or to study the scientific composition of foodstuffs. They cannot, therefore, understand the real meaning of these somewhat confusing terms about food that are used so freely on every hand.

A much simpler way, and yet one that is quite as effective, is to divide the food we eat roughly into five groups, as follows:

1. Fruits and succulent green vegetables.
2. Milk, eggs, fish, meat, cheese, beans, peas and other typically protein foods.
3. Cereals, such as cornmeal, oatmeal, rice, buckwheat and other cereal products.
4. Sugar, syrups, honey and the natural sugars in fruit, both fresh and dried.
5. Fats—butter, margarine, cottonseed oil, olive oil, drippings, suet and the various available milk-fats.

To vary your food properly you will always be on the safe side if you will choose some one thing daily from each group. You can have two or three if you wish, but you must have at least one. And you can exchange one kind of food for another, provided they belong to the same group, but you cannot omit all of the things in one group without grave danger to yourself.

To make this clear the United States Food Conservation Bureau has compiled for your benefit a series of helpful leaflets which will enable you to plan your meals in a way to utilize these suggestions. By sending a request to the Department of Agriculture, Washington, D. C., you will get these leaflets free of any charge to yourself.

From them you will learn how to serve the right kind of breakfast to suit all the needs of your family; how to make a single substantial dish serve the purpose of a whole dinner. You can also learn how to make a little meat go a long way by concocting savory stews and meat-pies. You will be told of many valuable new ways to cook oatmeal; how to combine cornmeal with other things in a palatable manner, and, in addition, you will be informed, by an expert on the subject, just the right kind of food needed by your children to give them proper nourishment.

If you are a wise housewife you will be delighted to receive all the helps you can about the kind of food you should serve, and upon the best method of serving it. Don't be a "running-to-the-grocery" housekeeper; "a last-minute" housekeeper, or a "delicatessen expert," but learn to be "a wise provider" against the day of need.

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JUNE 2, 1918

BLUES BEAT REDS IN SEE-SAW TILT

Reds Twice Jump Into Lead But Lose In Eighth

TINK DOES GYMNASTICS

Tries To Do A Somersault Home But Slips Up On It

One tempestuous inning reversed the tables in yesterday's ball fracas after the said tables had already been turned some three times in a see-saw contest. By reason of that single stormy session, Holliday's Battling Blue Stockings, aided and abetted by a brace of passed balls, a wild pitch and a couple of judiciously placed singles, punched home four tallies and clambered out of the game two runs to the good—7 to 5.

The Blues started out to win at the outset when Crow's error gave Bradley a life, enabling him to work around to third in time for Holliday's single to bring him in. Holliday stole, made third on a passed ball and jogged in when Cy Wilhoit punched a safety to left. Then Eddy settled down and held the opposition hitless for the next three innings.

Swan Brings In Two

Meantime, in the third, Hykes worked Porterfield for a pass. Crow singled and stretched it to second on the throw. Eddy rapped a safety to left, scoring Hykes and putting Crow on third. Turner slapped a vicious one down first base line and Neprud stopped it and got the runner, holding Crow at third. Swan delivered the two runs by clouting one to right and the Reds were in the lead. Kay ended the scoring by fanning.

The game switched twice in the fifth. Bradley drew a walk but Meade, running for him, was caught stealing and Pomeroy fanned out. Holliday revived things, by hitting to right and then Cy rose to the emergency and sent one screaming out for three bases in the same direction. He died there when Tink popped to shortstop and the score was tied.

The tide went right out again as soon as the Reds came to bat. Hykes got to first when Meade bobbled his roller. Crow slapped to Wilhoit and took first while Cy was shooting Hykes dead at second. Eddy tabulated his second safety, hitting to right, putting Crow on third and taking second on the throw. Crow tried to come in but was nailed at the pan, Porterfield to Bradley, when Turner slapped one into the box. Gene stole second and then Swan registered the second triple of the game, scoring two. Kay fanned to end the inning, and from then on the Reds were never near to scoring, only one man reaching second. However, it looked as though they wouldn't need to until the eighth.

Crowd Yells "Encore"

Swan went into the box to start the seventh and Bradley greeted him with a scratch bingle through the diamond and stole second. Pomeroy also hit, to center, Chapman shot the ball to Kay in time to cut off the run and Tinkham, running for Bradley, rounded third at top speed and did a marvellous somersault trying to slide on the brakes. Before he had completed his gymnastics Crow had put the ball on the sack and the crowd was yelping for encore. Chapman figured luminously in the next play also, taking Holliday's difficult fly on the run and shooting it to Neprud in time to double Pomeroy off first.

The Reds could do nothing in their half and than came the fateful eighth, viz:

Wilhoit singled and stole. Swan turned loose a wild pitch and the runner came all the way home. Tinkham walked and stole. A passed ball put him on third. Neprud took all the swings legitimate but Kay dropped the last one and he was safe. Meade singled to right, scoring Tink and Neprud, and immediately stole. Porterfield fanned. Nolte rapped to the pitcher, Meade taking third. Another passed ball let him score. Bradley fanned to end the spasm. The ninth was uneventful.

Following is the score:

Blues	ab	r	h	po	a	e
Bradley, c	4	1	1	10	1	0
Pomeroy, cf	4	0	1	1	0	0
Holliday, ss	4	2	2	0	0	1
Wilhoit, 2b	5	1	4	2	2	0
Tinkham, lf	3	1	1	0	0	0
Neprud, 1b	4	1	1	8	0	0
Meade, 2b	3	1	1	4	3	1
Porterfield, p	4	0	0	1	4	0
Nolte, rf	4	0	0	1	0	0
Totals	35	7	10	27	10	2

Reds	ab	r	h	po	a	e
Crow, 3b	5	1	1	1	0	1

(Continued on Page 2)

SPRING REGATTA AT HENLI THIS MORNING

Good All-day Program Arranged For Spring Races Of Rowing Club

The annual Spring Regatta of the Shanghai Rowing Club, which takes place today on the famed Henli reach of the Hainyangkong Creek, though not so ambitious as the corresponding functions of previous years, bids fair to be a most enjoyable outing, not merely for the competitors, but also for the spectators, and if only the rain that kept on threatening all yesterday afternoon holds off, an excellent day of aquatic sport will be provided.

The authorities of the Shanghai Nanking Railway, as usual, have given every assistance to the officials of the club, and a special train, leaving the Shanghai (North) station at 8.30 a.m. has been put on for the function. Breakfast will be served on this train for the convenience of late risers. The train gets into Henli at 9.50, leaving ample time for spectators to get settled in their houseboats or other coigns of vantage in preparation for the first event of the day, the first heat of the Griffin Pairs, which is scheduled to start at 10.30.

The return "special" leaves the course at 7.15 p.m., reaching Shanghai at 8.30 p.m. and dinner will be available en route. For those who elect to stay overnight at Henli, the railway folk have provided sleeping cars. During the day, meals (tiffin and tea) will be served on the dining coach stationed on the railway siding.

There is little to choose between the various crews, as far as those who have been studying form throughout the training can estimate, and keenly contested races should be the order of the day. The Fire Brigade vs. Volunteers (American Co., S.V.C.) is attracting a lot of interest, and the enlistment of G. F. Ashley in the latter boat vice L. K. Little, who had to retire through illness, saved this event from having to be abandoned. Owing to the material loss of old-timers, there is a preponderance of griffins among this year's oarsmen, and two races, as will be seen, have been put on the card for them. The sampan water polo item has attracted two entries, the Midget Sailing Club and the Rowing Club, and this novel event bids fair to arouse a great deal of interest. If only the weather is propitious, the sailing race will be another agreeable variant, and it is expected that there will be a record number of boats entered for the motor boat race.

The program of races, which begins at 10.30 in the morning, follows:

Following is the program of events:

Event No 1—Griffin Pairs. Heat. 10.30 a.m. Distance ¾ of a mile.

Station No. 1. lbs.

Bow	A. W. Stubbs	142
Stroke	A. Grant	152
Cox	H. F. Landers	126

Station No. 2.

Bow	K. A. Mansfield	132
Stroke	J. Brown	143
Cox	E. A. Brodie	129

Station No. 3.

Bow	P. S. Page	165
Stroke	W. M. C. Woodfield	199
Cox	C. Ayres	130

Station No. 4.

Bow	J. H. Johns	149
Stroke	R. H. Macfarlane	150
Cox	S. A. Starling	123

Event No. 3—Fire Brigade v. American Co., S.V.C. Crew. 1 mile. 11 a.m.

Station No. 1

American Co.

Bow	C. J. Spiker	
2	G. F. Ashley	
3	V. Olsen	
4	E. A. Ericson	
Cox	H. F. Landers	

Station No. 2.

Deluge Company, No. 4.

		lbs.
Bow	H. P. B. Jones	152
2	A. D. Stewart	145
3	H. F. Merrill	165
Stroke	K. H. Gardner	170
Cox	E. A. Brodie	129

Event No. 3—Griffin Fours ¾ of a mile. 11.30 a.m.

Station No. 1.

Bow	P. S. Page	165
2	W. M. Woodfield	199
3	A. J. Grant	152
Stroke	A. W. Stubbs	143
Cox	R. F. Landers	126

Station No. 2.

Bow	B. A. Anderson	150
2	E. Brusendorff	158
3	L. V. Jensen	152
Stroke	A. C. Pedersen	150
Cox	O. A. Hansen	141

Station No. 3.

Bow	S. A. Starling	123
2	J. B. Johns	149
3	J. Brown	143
Stroke	K. A. Mansfield	132
Cox	E. A. Brodie	129

Event No. 4—Sailing Race. 1.30 p.m. Under the auspices of the Midget Yacht Club.

Event No. 5—Hong Pairs. 1 mile. 2 p.m.

Station No. 1

"Mellor"

		lbs.
Bow	A. D. Stewart	145
Stroke	H. F. Merrill	165
Cox	E. A. Brodie	129

Station No. 2.

"Ewo"

Bow	D. Campbell	152
Stroke	T. R. Macdonald	164
Cox	P. C. Mansfield	148

Station No. 3.

Great Northern Telegraph Co.

Bow	O. A. Hansen	140

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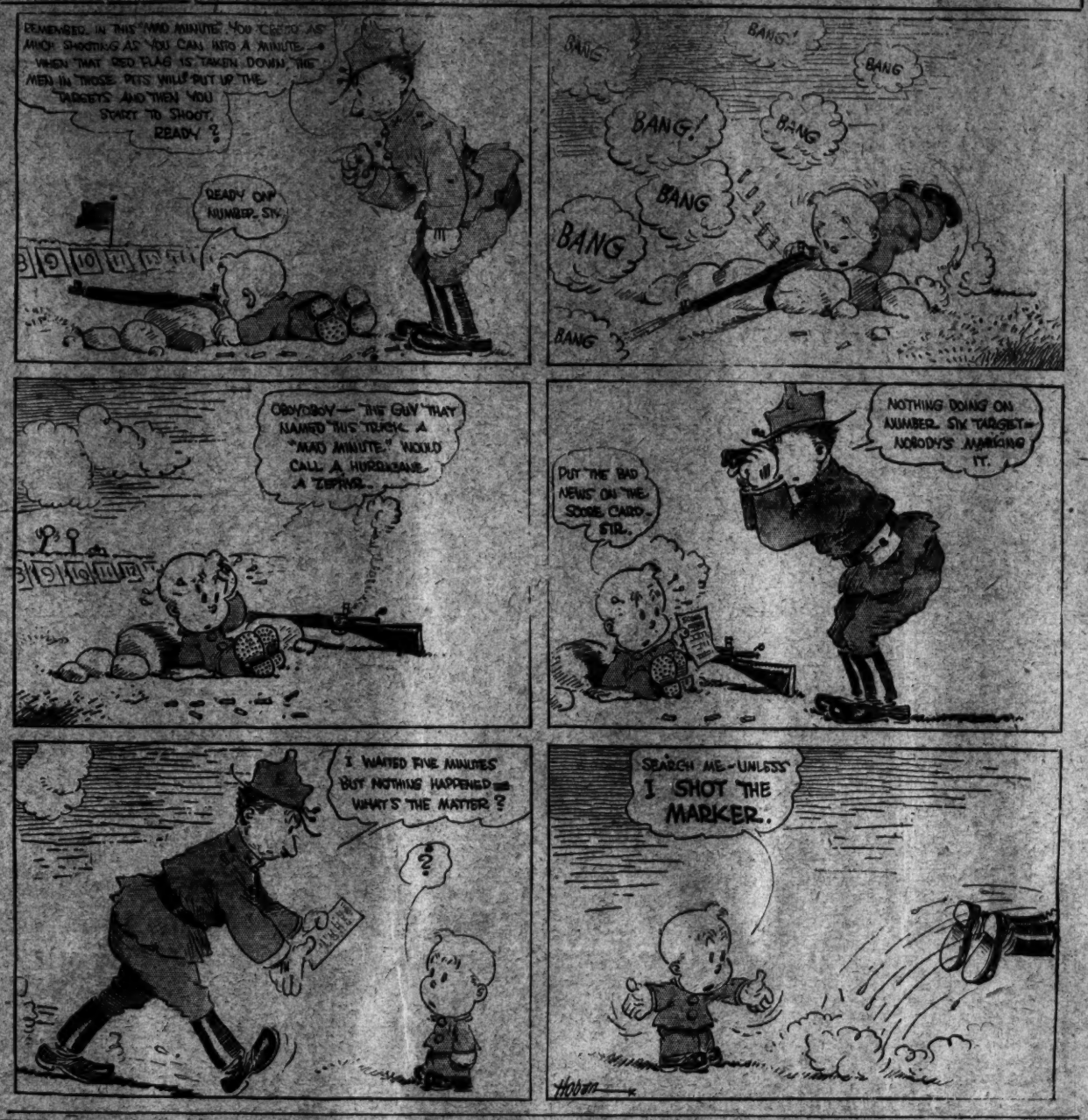
Jerry On The Job — By Hoban


REMEMBER, IN THIS "MAD MINUTE" YOU GET TO AS MUCH SHOOTING AS YOU CAN, INTO A MINUTE. WHEN THAT RED FLAG IS TAKEN DOWN, THE MEN IN THOSE PITS WILL PUT UP THE TARGETS AND THEN YOU START TO SHOOT. READY?
READY ON NUMBER SIX.
BANG
BANG!
BANG
BANG
BANG

Deerland, (Mr. J. I. Ezra); Shankoland, (Mr. Burkill); Zang Beh Sha, (Mr. Hu); Otakgonut, (Mr. Heard); Wild Cat, (Mr. Nagai).

Two lengths; short head. Time 2.32.

Pari-mutuel for win, $180.30; for place, 1st $44.50, 2nd $26.20, 3rd $19.00.

Members' Sweep, 1st 350, 2nd 286, 3rd 246.

3.—The Great Eastern Plate.—1¼ miles.—Value $600. 2nd Pony $100. 3rd Pony $50. For China Ponies that have started this year and not won more than a race. Weight for inches as per scale. Old Ponies that have not won a race since 30th June, 1917, allowed 7 lbs. Maidens, allowed 10 lbs. Winners at the 43rd Meeting, 5 lbs. extra. Entrance $5.

Mr. F. S. Dibding's Steadfast ..... Lbs.
Dahlia, Mr. Rowe ..... 166—1
Mr. Cloud's Railway, Mr. J. Lou ..... 155—2
Mr. Ondei's Tuishyo, Mr. J. I. Ezra 161 3

Also ran:—Isis (Mr. Law); Twenty Two Carat, (Mr. Vida); Fresco, (Mr. Heard); Blackwood, (Mr. Hu).

Three lengths; many lengths. Time 2.43.

Pari-mutuel for win, $15.20; for place, 1st 6.40, 2nd $7.30, 3rd $8.40. Members' Sweep, 1st 442, 2nd $10, 3rd 522.

4.—The Commercial Plate.—One mile.—Value $300. 2nd Pony $100. 3rd Pony $50. For all China Ponies that have started this year and not won more than a race. Weight for inches as per scale. Winners to carry 5 lbs extra. Unplaced Griffins of the year, allowed 10 lbs. Classic winners barred. Entrance $5.

Mr. Tong and Speidman's c. by Lanercrok, Mr. Heard ..... Lbs. 158—1
Mr. Foh Sing's Tyrant, Mr. Johnstone ..... 158—2
Mr. Burkill's Rouble, Mr. C. R. Burkill ..... 171—3

Also ran:—The Bookie, (Mr. A. Commons); Panama, (Mr. E. Schoch); Wynona, (Mr. F. S. Vida); Ruff's Guide (Mr. E. F. Hu); North Star, (Mr. Springfield); Western Star, (Mr. W. G. Crokam); Matsukaze, (Mr. S. Nagai); Glorious Crown, (Mr. J. Lou).

Three lengths, three lengths. Time 2.05 4-5.

Pari-mutuel for win, $9.70; for place, 1st $6.30, 2nd $5.80, 3rd $9.40.

Members' Sweep, 1st 77, 2nd 107, 3rd 164.

5.—The New Stakes.—One mile and three furlongs.—Value $800. 2nd Pony $100. 3rd Pony $50. For all China Ponies that have started in a flat race this year. Weight for inches as per scale. Maidens, allowed 7 lbs. Winners at the 43rd Meeting, 7 lbs. extra. Any Derby and Champion winners since 1st January, 1918, 7 lbs. extra. Penalties accumulative.—Entrance $5.

Messrs. Winsome and Hasty's chestnut The Bullfinch, Mr. Johnstone ..... Lbs. 165—1
Mr. Bonar's grey Battle Dawn, Mr. C. R. Burkill ..... 158—2

Two starters only. Won by ¾ length. Time 2.62 3-5.

Pari-mutuel for win, 17.00, for place $6.50.

Cash sweep, 1st 132, second 70¢.

6.—The Kirtling Plate.—Nine furlongs.—Value $300. 2nd Pony $100. 3rd Pony $50. For China Ponies that have not raced previous to January 1, 1918, and that have not won more than one race. Weight for inches as per scale. Winners 3 lbs. extra. Ponies that have never been placed allowed 5 lbs.—Entrance $5.

Mr. Meguro's grey Ataka, Mr. Lou ..... Lbs. 155—1
Mr. Auto's grey Johnstone, Mr. Commons ..... 158—2
Captain Bahnson's chestnut Jomsborg, Mr. Rowe ..... 161—3

Also ran:—Revenge, (Mr. Schoch); Zombe, (Mr. Springfield); Nativeland, (Mr. J. I. Ezra); Joyland, (Mr. Katsura); Creat, (Mr. Johnstone); Hsun Ming, (Mr. Croxam).

Three lengths; four lengths. Time 2.23 4-5.

Pari-mutuel for win, $35.70; for place, 1st $11.90, 2nd $10.90, 3rd $8.20.

Cash Sweep, 1st 286, second 9, 3rd 492; unplaced, 794, 512, 316, 634, 562 and 764.

7.—The Holiday Selling Plate.—Seven furlongs.—Value $400. 2nd Pony $100. 3rd Pony $50. For all China Ponies. Winner to be sold for $200, weight for inches as per scale; if entered to be sold for $100, allowed 5 lbs.; if entered to be sold for $50, allowed 10 lbs.—Entrance $5.

Mr. Day's chestnut Jingle Schinnie, Mr. J. I. Ezra ..... Lbs. 147—1
Mr. Dourgor's grey Kowloon, Mr. F. S. Vida ..... 143—2
Mr. Cloud's dun Runaway, Mr. H. F. Hu ..... 142—3

Also ran:—Le Illusionist, (Mr. J. Lou); A. 10, (Mr. Springfield); Azuma, (Mr. Commons); Victorious Crown, (Mr. T. L. Hu); Way Not, (Mr. T. U. Yih); Red Guide, (Mr. Johnstone); Othello, (Mr. Crokam); Wild Gamble, (Mr. Heard); Katori, late Birchwood, (Mr. Nagai); Peronne, (Mr. E. Schoch).

Three lengths; two lengths. Time 1.49 4-5.

Pari-mutuel for win, $37.70; for place, 1st $10.50, 2nd $8.20, 3rd $16.30.

Cash Sweep, 1st 281, 2nd 347, 3rd 832; unplaced, 506, 316, 840, 296, 371, 623, 644, 622, 648, 468.

8.—The Claremont Plate.—One mile.—Value $300. 2nd Pony $100. 3rd Pony $50. For China Ponies that have started at Kiangwan this year either in a steeplechase or on the flat and have not won. Weight for inches as per scale. Griffins of the year, allowed 5 lbs. Unplaced Griffins of the year, allowed 10 lbs.—Entrance $5.

Mr. John Johnstone's grey Burning Daylight, Mr. Johnstone ..... Lbs. 159—1
Mr. Leal's dun The Kangant, Mr. T. U. Yih ..... 168—2
Mr. Dem's grey Purity, Mr. J. Lou ..... 169—3

Also ran:—Revenge, (Mr. Schoch); L'Aisne, (Mr. Grayrigg); Nativeland, (Mr. J. I. Ezra); Swanee, (Mr. Heard); Tige, (Mr. Vida); Hsung Wih, (Mr. Crokam); Sprinkler, (Mr. Springfield).

One and one half lengths; two lengths. Time 2.07.

Pari-mutuel for win, $11.30; for place, 1st $6.90, 2nd $7.60, 3rd $10.80.

Cash Sweep, 1st 422, 2nd 724, 3rd 90; unplaced, 667, 102, 436, 719, 636, 696, 512.

9.—The Summer Handicap.—1¼ miles.—Value $400. 2nd Pony $100. 3rd Pony $50. For China Ponies. Weights will be published on morning of the race. Winners after publication of the weights to carry 5 lbs. extra.—Entrance $5.

Messrs. Winsome and Hasty's brown The Capercaillie, Mr. C. R. Burkill ..... Lbs. 157—1
Mr. Ellis Kadoorie's grey Formosa Chief, Mr. F. S. Vida ..... 145—2
Messrs. Tong and Speidman's dun Sir Lanercrok, Mr. Heard ..... 157—3

Also ran:—Springs, (Mr. Johnstone); Polar Star, (Mrs Commons); Hollway, (Mr. J. Lou); Shikisky, (Mr. E. F. Hu); Otakgonut, (Mr. J. I. Ezra); Kronberg, (Mr. Croxam); A. Heck, three lengths. Time 2.16 2-5.

Pari-mutuel for win, $17.90; for place, 1st $9.50, 2nd $11.80, 3rd 19.10.

Cash Sweep, 1st 467, 2nd 281; 3rd 606; unplaced, 696, 660, 810, 564, 445, 15.

10.—The 5th Desperandum Plate.—¾ mile.—Value $700. 2nd Pony $100. 3rd Pony $50. For China Ponies that have started at the 43rd and 44th Meetings on the flat and that have never won a race. Weight for inches as per s.a.c. Jockeys who have not won a flat race at 43rd and 44th Meetings allowed 3 lbs. In addition to the usual Jockey allowances.—Entrance $5.

Mr. Foh Sing's chestnut Tyrant, Mr. Johnstone ..... Lbs. 158—1
Rising Sun's grey Jewel Crown, Mr. J. I. Ezra ..... 163—2
Mr. Day's grey Go On Land, Mr. F. R. Vida ..... 165—3

Also ran:—Matsukaze, (Mr. Nagai); Saffron, (Mr. Heard); Blackwood, (Mr. E. F. Hu); The Bookie, (Mr. Commons).

Three lengths; One and one half lengths.

Pari-mutuel for win, $8.00; for place, 1st $6.60, 2nd $6.50, 3rd $7.40.

Cash Sweep, 1st 495, 2nd 446, 3rd 624; unplaced, 656, 579, 446, 158.

Officials:

Chairman, Mr. Brodie A. Clarke. Judge, Mr. C. D. Bell; Starters: Mr. K. J. McEuen and Mr. K. Yebara; Clerk of Scales, Mr. H. E. Morris; Clerk of Course, Mr. T. U. Yih; Timekeeper, Mr. T. S. Forrest.

Stewards, Brodie A. Clarke, chairman; Messrs. C. R. Burkill, C. T. Chu, Geo. Dallas, John Johnstone, K. J. McEuen, H. E. Morris, K. Yebara, T. U. Yih.

High Scores Made In Cricket Match

(Continued from Page 1)

seen that Main won the toss from Monk and elected to take first knock.

"A" Co. were minus the services of F. Milner, W. E. Anderson and D. H. Cooke from their advertised eleven, but substitutes were found in Coulton, James and Butland.

The S.R.C. lacked the assistance of Quinsee and were perforced to play throughout the afternoon with only 10 men.

A. V. White and Ryton opened for the home Club and 14 was on the board before Billings found an inroad into Ryton's wicket after this wickets fell so cheaply that the whole side was dismissed for a meagre total of 26. Billings had the wonderful analysis of 7 wickets for 21 runs and Clifford claimed the other 3 at a cost of only 15 runs.

The Recs' batting display was feeble in the extreme, but it can be stated that the volunteers fielded exceptionally well.

Very little delay took place before "A" Co. commenced their innings but it was a disastrous start for Lover made a simple return to Ollerdessen with only 1 on the board.

Grimshaw left at 10 and Coulton at 20 but then Clifford stayed with Wilson to see the homesters total passed. Wilson played very good cricket for his 25 and Clifford flogged the bowling about to some order. His innings of 25 was characterised with many delightful hits but it was not exactly without blemish and three times the fielders might have had him.

Of the bowlers Ollerdessen came out with the best analysis, that of 4 wickets for 41.

Full scores and analysis:

S. R. C.

A. V. White, c. Grimshaw, b. Clifford	14
R. Ryton, b. Billings	3
V. Elliott, l.b.w., b. Clifford	1
R. H. Purcell, c. Clifford, b. Billings	0
C. Ollerdessen, c. Field, b. Billings	6
E. Noakes, b. Billings	1
C. B. Tethun, b. Billings	3
A. Madar, not out	0
J. Ambrose, c. Wilson, b. Billings	0
T. Main, run wicket, b. Billings	0
L. F. Quinsee, did not bat	0
Extras	3
Total	36

Bowling Analysis

	R.	W.	O.	M.
Billings	21	7	9	0
Clifford	15	3	5	0

"A" Co.

E. G. B. Lover, c. and b. Ollerdessen	1
J. E. Wilson, b. Elliott	25
R. Grimshaw, b. Main	3
C. H. G. Coulton, b. Main	4
W. C. G. Clifford, b. Main	15
W. J. Monk, b. Ryton	7
C. W. Field, b. Ollerdessen	10
G. M. Billings, not out	6
C. H. James, b. Ollerdessen	0
C. Butland, b. Ollerdessen	0
J. E. Cameron, did not bat	7
Extras	7
Total	151

Bowling Analysis

	R.	W.	O.	M.
T. Main	26	3	10	1
Ollerdessen	41	4	9	0
Elliott	14	1	4	0
Ambrose	18	0	5	1
Ryton	17	1	2	0
White	23	0	3	0

Police Beat Customs

With a very depleted team the Police managed to snatch a victory from the Customs by the excellent margin of 40 runs. The Police were only able to put in 7 men, Inspectors Young and Akers making a very welcome reappearance after being on the "absent members" list for a number of years. Sgt. Major Fairbairn excelled himself with the bat, making a score of 21.

Sgt. Sale had a very good average managing to obtain no less than 6 wickets for only 6 runs.

Insp. Young signalled his return by making 4 catches and obtaining one wicket and thus maintaining his old time reputation as a catcher. The Customs team was composed for the most part of newcomers who show great promise and who, with a little practice, should make an excellent acquisition to the team. The team is quite a new one and when they get over the buffeting they received in blockading Germany on the North Sea and settle down they promise to make a good combination. A number of them very sportingly volunteered to field for the Police.

Their wicket keeper gave an excellent display and should be an acquisition to Shanghai cricket when he fully recovers from the effects of wounds received in action.

Police

A. C. Young, b. Nash	0
J. Robertson, b. Taylor	0
F. Treacher, b. Taylor	11
G. Sale c. Heron, b. Nash	0
W. H. Fairbairn, c. Heron, b. Odgen	11
W. J. McDermott, c. Heron, b. Nash	0
R. C. Akers, not out	2
Extras	6
Total	64

Bowling Analysis

	O.	M.	R.	W.
Nash	19	9	29	3
Taylor	9	6	14	2
Ogden	3	0	7	0

Customs

Campbell, c. Young, b. Sale	0
Heron, b. Robertson	0
Taylor, b. Sale	0
Ogden, c. Young, b. Sale	4
Leask, c. Young, b. Sale	2
Skuse, c. Young, b. Sale	0
Jenkins, b. Robertson	0
Wray, b. Sale	1
Clough, b. Robertson	1
Stewart, b. Young	2
Extras	3
Total	24

Bowling Analysis

	O.	M.	R.	W.
Sale	7	3	6	6
Robertson	7	1	12	4
Young	1	0	4	1

SPORTS AT TAIANFU

(Special Press Correspondence)

Taianfu, China, May 29.—A large crowd was in attendance at the Spring field-day at the Tsui Ying Middle School at the Methodist Compound Saturday. All of the schools in the city attended in a body while many others were attracted to the grounds or to the nearby city wall. While the other schools refused to compete in the sports some of the students of one of the schools gave an exhibition in drill and old style boxing. The absence of outside competitors made it necessary to divide the school by classes into three divisions in order to develop suitable interest in the sports. The verandahs of the fine new school building were used for the first time as grandstands for the spectators.

Shanghai Golf Club

The following is the result of the Shanghai Golf Club's "Sprats" Competition played for during April-May.

Best card of "Sprats."

D. C. Hutchison.....(14)	82 sprats.
W. H. Taylor.....(16)	82 sprats.

Average of best 8 Cards:

D. C. Hutchison.....114)	585.
H. B. Woodford.....(15)	304.

$200.00 will be given to the British Homesteads Fund.

Blu s Beat Reds In See-Saw Tilt

(Continued from Page 1)

Eddy, p. ss.	4	2	2	0	1	0
Turner, 2b.	4	1	0	1	2	0
Swan, ss, p.	4	0	2	1	2	0
Kay, c.	4	0	0	10	4	0
Chapman, sf.	4	0	0	0	0	0
Goldart, lf, rf.	4	0	1	0	0	0
Rugh, rf, lf.	4	0	0	1	0	0
Hykes, lf.	3	1	0	11	0	0
Totals	36	4	7	27	10	1

Scores by innings:

Blues	2 0 0 0 1 0 0 1 0—4
Reds	0 0 1 0 2 0 0 0 0—1

Three base hits—Wilhoit, Swan. Sacrifice hit—Holliday. Stolen bases—Wilhoit 3; Meade, 3; Bradley, 2; Holliday, Tinkham, Neprud, Eddy, Turner, Swan. Double play—Chapman-Hykes. Struck out by Porterfield, 8; by Eddy, 8; by Swan, 2. Bases on balls off Eddy, 2; off Porterfield, 1; off Swan, 1. Hit by pitcher—by Eddy, Tinkham and Posheroy. Hits off—Eddy, 6 in six innings. Wild pitches—Swan, 2. Passed balls—Kay, 3; Bradley. Umpire—Brown.

Municipal School Cubs Win In Competition

The Public School Team A were winners of the Wolf Club bi-annual competition held on the grounds of the French Municipal School yesterday. It was the third win to secession by this team of the silver Shield and their prowess yesterday also took the silver cup presented for the same competition by M. Wilden.

A large attendance of parents and friends was out to witness the contest and the Shield was presented to the winning team by Mme. Wilden.

Following is the order of the team:

Public School Team A	448
Public School Team B	431
Cathedral School Team A	411
Cathedral School Team B	410
French School	394

St. John's Wins In Tennis

St. John's University tennis players by winning three singles matches defeated the Shanghai Baptist College tennis team in a tournament at St. John's yesterday afternoon. The lone doubles match went to Foong and Toong of the Baptist College while Tau won the only singles match for Shanghai Baptist.

The scores:

Singles:

We, St. John's defeated Chu, Baptist, 6-2, 6-4.

Sung, St. John's, defeated Chu, Baptist, 6-4, 8-2.

We, St. John's, defeated Tau, Baptist, 6-4, 1-6, 6-3.

Tau, Baptist, defeated Sung, St. John's, 8-6, 7-5.

Doubles:

Foong and Toong, Baptist, defeated Tsang and Moo, St. Johns, 8-2, 4-6, 8-4.

HARRIERS WILL HELP YOUNG DISTANCE MEN

Novices To Be Encouraged Through Team Racing; Another Run Thursday

To develop cross country men the Shanghai Harriers' Club will continue the short runs and the novices will be encouraged to compete with the rest. The Club will stage another run next Thursday afternoon and the men will draw for teams the idea element to play the scoring due to the award of less points for a good runner may draw a crack, and teams will be announced, and if 6 turn up there will be a point team. Five to a team.

Three teams of four Eastern Olympic games runs will run with the club handicap, several other members have joined the Harriers and three extra cups have been given the club to help boost things along.

It was announced yesterday that members of the teams scoring the greatest number of points throughout the season will be given special prizes.

Remarkable performance was recorded on the table of cross country records and now Wilhoit, U. S. Russian airman is at the top of the long points in the 100 yards dash and quarter mile champ champion a few weeks ago, he now stands as a remarkable cross country runner.

Last Thursday's run was no picnic, but the harriers will again start from the Bungalow Field pavilion.

Pick Ups

Baseball today, at 3.30:

Russia says that the Bolsheviki is due in port this morning and if the usual race takes today's competition will be between sailors and All-Shanghai. If not the Reds will cease to function.

There was considerable comedy in yesterday's tilt to be set aside from Tinkham's exasperating handsprings along third base line. Another chuckle came in the seventh when Swan laced a hot one into the pitcher's box and it skidded off Porterfield's mitt and Umpire Brown smiled as Porterfield extracted the missile and chucked it over to first in time to get the runner.

Bradley and Wilhoit divided the spectacular fun chasing yesterday. Brad sprinting back to the stands to get one and Cy going to Cricket Club Boulevard after the other.

Eddy and Porterfield each registered eight strike-outs, but the southpaw did his on the daylight saving plan, only working six innings.

Swan made a cracking stop of Neprud's infield sizzler in the sixth, taking it on the run back of second and nearly got the man at first.

There was a lot of second story work in evidence, the Blues being the chief offenders with eleven stolen sacks.

Big League Standings

(May 7)

American League Standing

	P.	W.	L.	Pct.
Boston	13	12	1	.857
New York	17	10	7	.588
Chicago	13	7	6	.538
Cleveland	14	7	7	.500
Detroit	11	5	6	.455
St. Louis	15	6	9	.400
Washington	14	4	10	.375
Philadelphia	13	4	10	.308

National League

	P.	W.	L.	Pct.
New York	14	13	1	.928
Chicago	14	11	3	.786
Philadelphia	11	8	3	.600
Pittsburg	14	7	7	.500
Cincinnati	13	5	10	.444
St. Louis	18	7	11	.389
Brooklyn	16	6	10	.375
Boston	16	3	13	.188

ST. JOHN'S NINE WINS

The St. John's University baseball team defeated the Shanghai American School nine yesterday at the St. John's diamond 14-9.

MARTIN'S
APIOL & STEEL PILLS
A French Remedy for all Irregularities. That anyone keeps a box of these Pills in the house is a guarantee of good health. Special Pills for ladies in a triple gilt wrapper. Pills to prevent unwanted increase. Pills to remove obstructions. Pills to cure. Pills to avoid. Pills to take. Pills to keep. Pills to give. Pills to sell. Pills to buy. Pills to sell. Pills to buy. Pills to sell. Pills to buy